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THE ROYAL COMMISSION ON METROPOLITAN
DEVELOPMENT
OF EDMONTON AND CALGARY

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PROCEEDINGS

DATE..... March 2nd, 1955.

VOLUME..... 39.

The Court House

EDMONTON - ALBERTA

SUPREME COURT REPORTERS, EDMONTON

VOLUME 39

March 2nd, 1955

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EXHIBITS

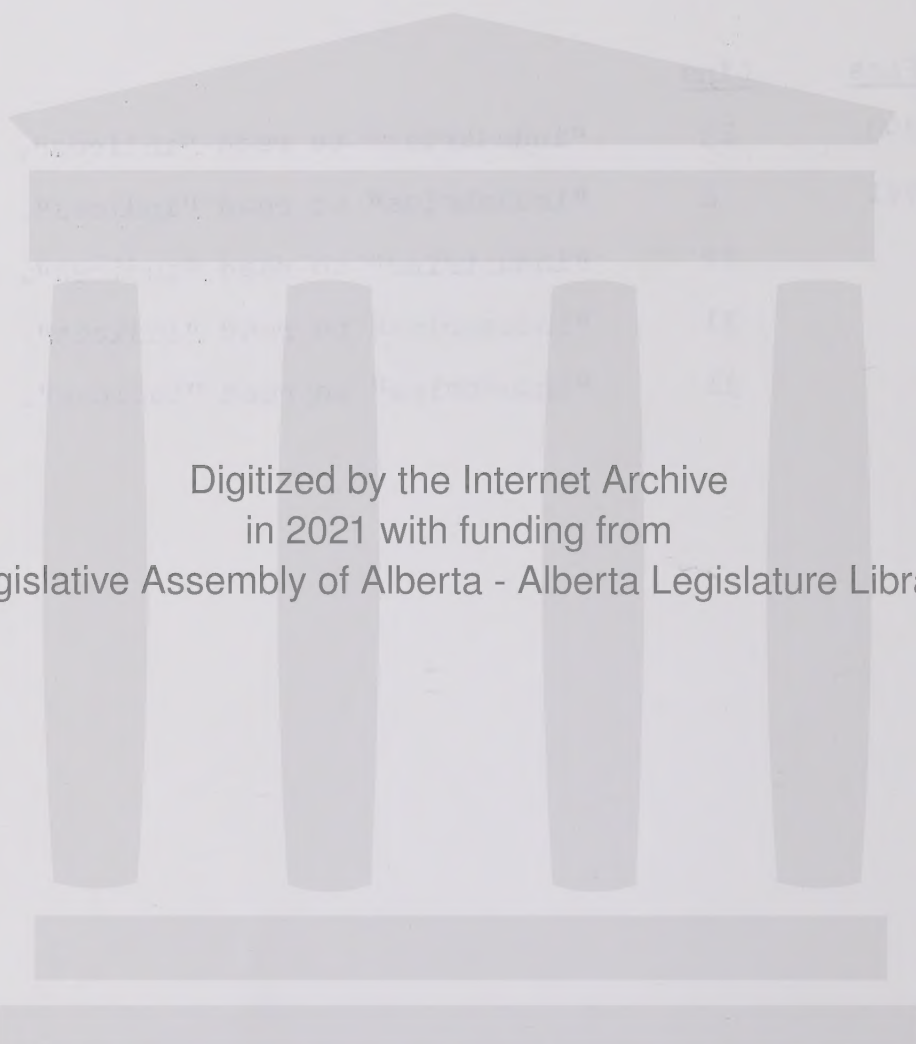
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THE SITTINGS OF THE ROYAL
COMMISSION ON METROPOLITAN
DEVELOPMENT OF CALGARY AND
EDMONTON, held at the Court
House, Edmonton, Alberta,
on Wednesday the 2nd day
of March, A.D. 1955 at 9:45 a.m.

MR. BROWNLIE: Mr. Chairman, we were asked to supply copies of the municipality's Interim Development Bylaw, could I have that marked?

THE CHAIRMAN: Yes, 207E. Interim Development Bylaw M.D.83.

MUNICIPALITY OF STRATHCONA No. 83,
INTERIM DEVELOPMENT BYLAW IS
ENTERED AND MARKED EXHIBIT 207E.

MR. GARSIDE: Mr. Chairman, what we propose to deal with first this morning, was the question of boundary proposals. Now, I have copies of each of these exhibits, with the exception of one set, 97E. The actual exhibits are 96, 97, 98, 144 which is that map. 160, and 167. Perhaps it might be convenient for you to have these in front of you if you haven't them made up. Now, one of these I don't know which one it is, one of them is short, 97.

MR. ROBISON: Thanks.

MR. BLACKSTOCK: I have them.

THE CHAIRMAN: And, I have them too Mr. Garside.

MR. GARSIDE: That is true, this has reference to map 144.

MR. MOFFAT: The markings of the boundaries are slightly different, but the population information is the material which is on the map now.

MR. GARSIDE: Mr. Moffat, probably it would be as well in giving your evidence, you could go over the plan there and point out the various portions of land.

MR. MOFFAT: Yes.

MR. GARSIDE: I thought you would like to have these.

MR. MOFFAT: Yes, Mr. Chairman, what we thought would be the most useful thing to do in connection with this boundary, would be to just start at one corner, and follow it around explaining the consideration which lead to the choice of the particular boundary which is marked on here, and, I think it might be as well if we interspersed questions as we went along so as to clear things up as we go.

THE CHAIRMAN: All right sir, I will intersperse one right now. These exhibits 96, '7, and '8?

A Yes.

THE CHAIRMAN: Refer to areas, are the areas marked there?

A The areas^{were} marked on the other map, but, they were taken off this one because it got too confusing when we had the proposed boundaries here as well as the population figures. We just got too many lines on the map, the other map was exhibit 74 I think, which has the area boundaries marked on it. Now, just to generalize the thing, Exhibit 96 deals with the part west of the City, 97 deals with the part north of the City, and 98 deals with the part that is on the south side of the river.

MR. BLACKSTOCK: Just for the purpose of identification, the map which you are looking at is exhibit 144?

A This is Exhibit 144, yes.

THE CHAIRMAN: And, the one which I was referring to, what is the number of it?

A I think 74 from memory, it is the same map as this.

THE CHAIRMAN: I understand that.

A Only the boundaries as they were in the other form. It is the one we have on here for a considerable time, until we put this one on.

MR. GARSIDE: That number is correct.

MR. MOFFAT: 74.

MR. BLACKSTOCK: 74.

MR. GARSIDE: 74 shows the tentative proposed area to be included within the City of Edmonton.

MR. MOFFAT: Now, I don't propose to refer very specifically to Exhibit 96, '7, and '8. Those three exhibits give the exact population as it best could be obtained for each section of land, and, they show the number of school children on each section, and, the school to which those children go. But, the population figures from that exhibit have now been entered on this map Exhibit 144, so that, there is really not very much need to refer back to the original exhibit except on one or two points which I wish to do. Now, if we could start then in the south-west corner on the north side of the river. The suggestion is, that the enlarged boundary should follow the present boundary of Jasper Place, and, should not go beyond. The population down in the area just outside the boundary there is relatively small, and it is an area which would be fairly difficult to serve in the terms of Sanitary Sewer particularly, if the growth should go in this direction. Furthermore, the soil is not too good for construction purposes in this general area to the south and west of Jasper Place, it begins to become quite heavy with Peat as you go out in that direction. On the other hand, there is an area in here which is the present south end of the

A (Cont.) development of the City, and the south end of Jasper Place which is much better soil, a little higher elevation, and where the drainage is still awkward from the point of view of Sanitary Sewer because it has to go back through the main city, but, the drainage for the Storm sewer can be worked into the river, even though it goes in above the water intake is not too serious from the point of view of Storm sewage drainage. So that there is an area in here, in the south end of Jasper Place and joining part of the City which looks like it is likely to develop very quickly. But, the thought is, that that will not extend back very far in the southwesterly direction, and consequently, the border has been drawn as corresponding with the present boundary of Jasper Place in that area. Now, coming up to the area immediately adjacent to the Stony Plain road, this area, those two sections of land are in Jasper Place School Division at the present time, not completely, there is a corner of one of those sections that is not in --

MR. DAVIES: You mean Jasper Place School District?

A School District, yes. The children are attending Jasper Place School, and they are paying school taxes on the Jasper Place mill rate, not the whole of those two sections, but most of those two sections.

MR. BROWNLEE: What are the section numbers, I wonder if we should have them on the record as you go along?

A Well, that is area 3 as shown in Exhibit 96. The section numbers I can't read because my copy has got too many things on it, section number 4, and 33.

MR. BROWNLIE: Thank you.

MR. MOFFAT: Now, it is not the whole of those two sections, but most of those two sections that is now in the Jasper Place School Division. On the other hand, there is some Highway Development along the highway, and, it was thought desirable that these two quarter sections adjacent to the road, and adjacent to Jasper Place, should probably be taken in as part of the urban development, but, that the balance of the area should stay in Stony Plain.

MR. HAYES: Just before you go too far there, where is the Country Club?

A The Country Club is down approximately in this area here, down towards the river and, there is a subdivision development there, although, the record as we could get it is there is only 17 people in that section, and 10 on that section but, it is just on this general area here that the Country Club is located. Now, going up towards the north end of Jasper Place, and north of Jasper Place into what is now the Municipal District of Stony Plain. There is an area here that is zoned industrial, but, which now is developing in terms of small chicken ranch holdings almost along the edge, on the north side of 118 Avenue, where the road goes out into the country; and it is fairly badly divided up into small holdings, fragmented holdings as land people call it, so that there will be a little bit of difficulty in accumulating areas. You get a little further out here is not so much fragmentation of the holdings, and you recall recently the zoning in this area was changed after considerable discussion, in order

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A (Cont.) to zone this area to the west limit as industrial. So that, this is at the present time industrial zoning out right to the boundary of Jasper Place, and continuing out there into Stony Plain. Now, the suggestion is that should be taken within the new boundary. The map is not exactly clear on this one quarter section here, the railway line goes just across the corner of the quarter and the suggestion is, that the boundary should go on the outside of the railway line, in order to keep that all on the inside. Now, at a later point I want to discuss specifically the situation here with respect to the proposed Cement Plant, which is something that has come up, and the zoning has been changed since this map was drawn, it is a good illustration of the problems you get into in drawing boundaries, and finding that development goes on, and they don't conform, and nobody suggests that they should be made to conform to the exact boundary that is drawn at any particular time. Now, going up to the north between that industrial area and the St. Albert Trail, there is an area which is quite low and swampy, and then, outside of that there is the brick yard which is located in that triangle on the northeast corner of section 21. And, just across the road here in the southeast corner of 28 there is a Seed, or Feed Grinding place, a small industry, but still an industrial development. So that, there are two isolated industries located out there beyond this undeveloped area which is fairly low and wet. If you go out the road straight west from the corner of the City here, you will notice there is a thing which is called a lake, I would call it more of a swamp, but it is definitely quite wet, and all around it.

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A (Cont.) Now, that area could be drained, there is no question about it it could be drained, as somebody pointed out the other day, the McKernan Lake area was drained, and, that area could be drained, but, to drain it it would involve drainage right back through the City, because the general contour of the land. It would be quite expensive to put in drainage, but it could be done. But, in addition to that it is out beyond the railway yard area here, and beyond the industrial area, and is not likely to be the kind of area that ^{would be} particularly advisable from a residential point of view, and it doesn't look like the kind of an area into which heavy industry would go, because, there is only the one railway line, no water from the river, there is no easy disposal of any waste from it, and consequently, it is much more likely, and more sensible the industrial heavy industry will go into the southeast side of the City. The light industry area is already provided in the north end of Jasper Place, and the corner of the City, therefore, the consensus of opinion seems to be not likely to be much development in that district, and the boundary has been drawn accordingly.

MR. DAVIES: Just before you go on, Mr. Moffat?

MR. MOFFAT: Yes.

MR. DAVIES: Do you think from the information on Exhibit 160, that it would be possible for a person to sit down and actually the limit that boundary in terms of exact lines. Have you tried to do it?

A If they had Exhibit 74 in front of them, the map, yes.

MR. DAVIES: Thank you.

A They really could if they had Exhibit 74, they couldn't do it if they didn't have Exhibit 74 with them. Now, the area immediately north of Calder, is much in the same category of what I have just been discussing, and I don't think there is any need to discuss it in detail. The next area is section 29, immediately west of 97 Street, and north of the city limits, and that includes Griesbach Barracks. It also includes right in the northwest corner a school, which is now serving the adjoining areas in the rural municipal district, and, if that is taken in there will be a problem arise as to what should be done with that school. It is probable that an arrangement could be made there somewhat the same as what's done over on the Braemar side, that the school could be continued to be operated by the area which is using it regardless of where the boundary might fall in the area, or it might be desirable to leave part of that corner in the rural municipal district in order to take care of the school problem. The whole of the section is owned by the Department of National Defence, and it would not be very sensible I don't think to split it and take half of it into the City, and half of it on the outside.

THE CHAIRMAN: That is all of Section 29?

A All of Section 29.

MR. DAVIES: Mr. Moffat?

A Yes.

MR. DAVIES: The Department doesn't pay any taxes, what's against splitting it and leaving the school

with the school division, if one were going to put the boundary there?

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A I don't think there is anything against splitting it just to leave the school, but, to split it say on the half mile line. The development is moving over this quarter section, particularly to the west.

MR. DAVIES: What is the name of the school?

THE CHAIRMAN: Horse Hill isn't it?

MR. MOFFAT: No, Turner Blake.

MR. DAVIES: What school division is it in?

A I could not tell you which school division it is in.

THE CHAIRMAN: It is in Sturgeon?

A In Sturgeon, the Horse Hill school, someone mentioned is over in this area, more north, and a little east of Beverly. This is the Turner Blake school here on this corner.

MR. BLACKSTOCK: What is the advantage of taking that in at all?

A The Griesbach Barracks, if you read Exhibit 97, you will see that my original recommendation was to leave it out, on the grounds that it was being served by the Department of National Defence. The schooling arrangements are taken care of by the Department of National Defence, and it is an arrangement which involves a bus service out to Namao, to the school out there, which is operated by the Department. My original recommendation to the City was that on balance it would probably be better to leave it out. The Council reversed me on that particular one, and the reason was two fold. First, they thought that if the position was going to be that the urban built-up areas should be all brought into one unit, there was no question that that was an urban built-up area, and, secondly, and

A (Cont.) probably more important they were thinking in terms, well, not only thinking in terms, but they expressed it in terms. If the Department of National Defence is going to start making grants to an area which has a fairly substantial amount of federal government property in it anyway, that area might as well be brought in because in practical terms it would have the effect of raising the amount, and therefore making it more definite that the City would get over the limit and be able to qualify for the payments from the federal government in terms of grants on their property.

MR. ROBISON: Is that before the federal government intimated that they were going to lower their percentage from 4 to $2\frac{1}{2}$?

A No, it was since.

MR. ROBISON: Since, they know it is $2\frac{1}{2}$ under the Municipal Act?

A They didn't, at the time this discussion took place they did not know what it would be, but they knew it would be lower and the discussion was in terms of either two or two and one half. They were aware of that and it was seemingly made in the council meeting to change by recommendation and suggest that 29 should be in rather than out.

MR. ROBISON: Well, Edmonton has not qualified I understand?

A No, under the $2\frac{1}{2}$?

MR. ROBISON: No, under the 4?

A Oh, no, definitely not under the 4, I am not sure what the situation will be under the $2\frac{1}{2}$.

MR. ROBISON: Do we need Griesback Barracks to qualify under the 2, or the $2\frac{1}{2}$?

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A The actual figures have not been worked out, it was purely in terms of discussion that would help in the direction of qualifying. You see, the arrangement/^{is}that school costs are paid by the federal government anyway, and whether it is in or out it makes no difference from that point of view. The services are in/^{sewer and water}so in that term/^{in the end} it makes no difference whether they are in or out --

MR. DAVIES: Just stop at that point Mr. Moffat. Am I correct in assuming that the sewer and water furnished to Griesbach Barracks/^{is}under special agreement of the City?

A Yes.

MR. DAVIES: Now, would you make some comment, that if that area went in what would be the logical consequences of the sewer and water agreement between the City and the Griesbach, Dominion Government in respect to that area?

A Well, there would be two alternatives, and I think either one is equally logical. One is that the agreement would just continue to operate as it has in other cities where that kind of a development has come within the city, they have made an agreement, they have paid so much in a flat item. The alternative would be, to put them on a payment arrangement, under which they would make payments just on the same basis as a private holder within the city. Now, I am not just aware of the details, but I imagine the two alternatives would come to about the same answer in dollars.

MR. DAVIES: Under the agreement, am I correct in assuming that the City owns the water line, and the sewer line?

A I think just to the border of the City, Mr. Garside could probably answer that.

MR. DAVIES: That is true.

MR. MOFFAT: Or we may have to get information.

MR. GARSIDE: I will get those agreements for you.

MR. MOFFAT: My understanding is to the city limits, and the department put it from there on.

MR. DAVIES: A further question would be of course, if the City only owns those lines to its present boundary, and then the boundary were extended, what would be the position of those lines?

A That is right.

MR. DAVIES: I mean, that would have to be dealt with?

A That is correct, although in that it would not be different shall we say from the situation outside the Tuxedo Barracks in the corner of Winnipeg, and the same kind of situation is in Halifax, and several others.

MR. BLACKSTOCK: The only thing is, we don't know the situation in Halifax?

A No, I don't either.

MR. ROBISON: But, we do have to know what it is here.

MR. DAVIES: What is the telephone situation there, are they on the Edmonton Exchange?

A That one I could not answer, we may have to check that up, whether they are on the Edmonton Exchange, or the Alberta Government Telephones, I could not tell you.

MR. BLACKSTOCK: It seems to me we are adding complications to something that is already very complicated?

A Yes, and, as I intimated before, my first conclusion of the thing was, it would be best to leave the existing arrangements alone of that area, but, I made it clear, that I was not very strong either way, that it was a situation

A (Con .) where the decision was very close.

MR. ROBISON: Well, if the weight of opinion was that the area should come in, what would be the matter of simply recommending^{that} the City negotiate with the Dominion Government and leave it at that. Surely we don't have to get down to the bottom of every detail in every corner of the proposed boundaries?

A No, well now, if I could just interject for a moment. We are prepared to make a fairly firm proposal with respect to taking over utilities in the whole area on that very basis, of leaving it for negotiation over a period. I don't think we should interject that into the middle of this discussion, but, it might be convenient to leave that kind of a question over until we get into the section that deals with what should be done with utility services.

MR. DAVIES: Now, the school services, the Dominion Government built the school, or schools?

A Out at Namao, and put a bus service in.

MR. DAVIES: So, there isn't a school factor there?

A No, that again is fairly common with the arrangement with the military people, they put in their own school and operate it.

MR. DAVIES: Mr. Moffat, isn't that usually a matter of negotiation between the Crown or the City, before or at the time the development takes place?

A That is correct.

MR. DAVIES: Now then, if that area were put in the City , the legal implication of that would automatically make the City liable for the schooling of those pupils, that is the primary legal implication isn't it?

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A That is correct, yes.

MR. DAVIES: The Dominion Government conceivably then if they wish, they could stop the pupils going out to Namao, and say, "Well, here they are", to the City couldn't they?

A Yes, they could, now, the experience with negotiating with them, they don't do those kind of things. You have to leave it in those terms, there is another factor involved, the new Lauderdale school in here. It is at the present time operating with completed capacity, so that, that could be one of the things taken into account in relation to it.

MR. DAVIES: What is the depth of the open space so to speak, between the south boundary of the Griesbach Barracks area and existing boundary of the City?

A Not the existing boundary, the existing boundary is tight against the Griesbach Barracks. But, there is open territory inside the present boundary.

MR. DAVIES: That is about 7 blocks?

A It is a ribbon development, there is some development along 97th, fairly thin towards the north end, and some development along 101st which is also fairly thin towards the north end. But, once you get west of those first two streets, this is quite an open space right down to the new Lauderdale development, which has just been opened at the present time. There is a full half mile there that is really not settled except very scattered building, and then the new development which has just opened up this year. Taking the first half mile from the track up to 132nd.

THE CHAIRMAN: Mr. Moffat, what quarter do you say the Turner Blake school is on, northwest?

A Northwest quarter of 29.

Q THE CHAIRMAN: Is that a two room school or three or one or what, do you remember, you don't remember, well, that is all right.

A No, that information should be on one of these exhibits I think, it is a small school in any case.

THE CHAIRMAN: Oh, yes, grades 1 to 9, that is right?

A Grades 1 to 9.

THE CHAIRMAN: And, only 24 youngsters?

A Yes, well now --

MR. HAYES: Now, does the military people know of your proposal?

A No, no it hasn't been discussed at all.

MR. HAYES: What do you suppose their reaction will be when they get to know about it?

A Well, their reaction, the best indicator recently has been their reaction to the proposal for a school on the R.C.A.F. personnel they took initiative, were very co-operative and proposed the whole arrangement there. They would build the school, pay for it, and turn it over to the school board to administer, then would continue to pay its operating costs of the school once it got into operation. Whether or not they would do the same thing here will depend ^{on} how the negotiations are worked out.

DR. HARRIES: Mr. Chairman, in connection with that, isn't it a fact the City weren't prepared to give them land unless they made satisfactory arrangement for their school?

A That may be so, but this arrangement was made, and the proposal was worked out, and has been in a lot of other cities.

MR. HAYES: In other words, some negotiations took place, and in this case no negotiations have taken place yet?

A That is right.

MR. DAVIES: Well, that raises a question, the application of the question as to the legal right of the City to take over the property, the section owned by the federal government. Now, is there any question of that?

A Not in my mind any legal restriction on the right to have the boundaries extended out to and encompass it. Now, what authority they would have in respect to dealing with the land afterwards, I would have quite some doubts in my mind, but, I don't think there is any doubt about the right of the legislature, or its properly designated body to put the boundary around it, I think that is clear, but what, but what the implications would be afterwards, is not so clear.

MR. HAYES: I think where these military camps are in rural areas, there is a move^{on}/_{foot} to take them out of the municipalities.

A Yes, I know in quite a few areas.

MR. HAYES: Would that be similar to the City, in other words, they are not in the City now, but, assuming you went out there and included them, that same movement was, in other words, consummated, would it not be exactly the same to the City as it would be to the rural municipality?

A The movement has been in two directions I think. There has been a movement, I am thinking what happened at the

A (Cont.) Joint Air Training scheme at Rivers Manitoba. There there was a ^{definite} move to take them out of the existing municipal organization, and set them up almost as a separate town. But, where they are adjacent to the bigger cities, the tendency has been recently I think to try and get them integrated in, particularly on education, so that the children, in the general schools, instead of having a school almost segregation of the children of the military families. Now, they have been working in that direction, they haven't got it, too far with it but, the direction seems to be working a bit that way, wherever arrangements can be worked out.

MR. DAVIES: I suppose you know Mr. Moffat, that all these Indian Reserves are within the boundaries of the municipal district. When you come to an Indian Reserve, you don't stop boundaries of the municipal district there. The provinces always followed the policy, there is ample illustrations northwest of here; The Indian Reserve so far as municipal boundaries, is actually in one or the other, subject of course to the implication that it's Crown land?

A That is right, I hadn't thought of that, but that is right.

MR. DAVIES: That is a typical illustration, and it's generally, in many, in quite a few cases in the law reports some years back on the question of liability for unemployment relief of people who went from one area, and landed in an Indian Reserve, weren't Indians under the Indian Act, and then became claims on the public for indigent assistance, and it was always decided which-

MR. DAVIES: (Cont.) ever municipal district that Indian Reserve was in, the municipal authority that had it within its boundaries was liable?

A Well, I don't know about that, but I do realize the general statement they are in municipal districts.

MR. HAYES: The same principle in military camps, and they become a liability to the municipality?

A Yes,^{and} that is particularly important, not with the military personnel, but with the other subsidiary personnel, other personnel that comes along as construction workers particularly. Well now, does that complete the Griesbach Barracks, and are we ready to carry on.

THE CHAIRMAN: I think so.

MR. GARSIDE: Mr. Moffat, before we go any further, I understood you were going to indicate to the Board as you went around, whether the particular region you were dealing with was urban or rural in your opinion, have you been doing that?

A I had not been doing it, there is no question that this one, Griesbach Barracks is urban, by any definition it is urban, if you go and even look at it it is urban. The other implications of it are not so clear as to what the administrative arrangements would be in respect to it.

MR. BROWNLEE: What would your definition be Mr. Moffat?

A Well, in that particular case the fact that there are a thousand people on a quarter section. It is not, at least, I'm not trying to propose either one criterion, which will apply in every case, but in that particular case --

MR. BROWNLEE: Have you a general definition?

A Pardon me.

MR. BROWNLEE: Have you a general definition?

A No, I haven't, I think all you can do is take individual cases, and take into account the characteristics of the area and say well, this one is definitely urban, this one is definitely rural, and this one is doubtful, and a lot fall in the doubtful category, but I think that particular one is pretty clearly urban.

MR. BROWNLEE: Before you leave the Griesback Barrack section. Your original recommendation was it should not be taken into the City?

A Well, my original recommendation was, I put it in these terms. It is a very close decision which would be the most appropriate thing to do, and I think on balance it is probably better to leave existing arrangement to work themselves out.

MR. BROWNLEE: Yes, and part of your reason for swinging the balance against taking it into the city, was the fact that there was no tax revenue from that parcel was it not?

A I would not say that was too important, I think the administrative arrangements, particularly in respect to schools was the main consideration.

MR. BROWNLEE: No, but you have taken the view all along as I understand it. For example Jasper Place, you don't recommend it be taken in if it is not going to carry its own weight. Wasn't that a consideration in your mind?

A Well, on the Griesbach Barracks I think probably the answer is no because, I think that the only reasonable thing to expect is that the Department of National Defence will pay the costs up there in some form or another.

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A (Cont.) Whether it is in or out, so I don't think the financial implication is important at all with respect to that.

MR. BROWNLEE: Well, now, was the decision of the City to bring it in motivated in part, or based in part on the fact that the City understood there would be grants?

A Yes.

MR. ROBISON: Another criterion of course is always, what claim has that area on the City for municipal services. In other words, what liability is there for service?

A Yes.

MR. ROBISON: What does Edmonton have to do now, is there a liability on the part of Edmonton, there is a sewer and water arrangement isn't there?

A That is right.

MR. ROBISON: Is there any school connection?

A Not at the present time.

MR. ROBISON: Is there likely to be in the next, well, in the immediate future?

A No, not if it is left alone, I would say not, because, it is being used as part of the general problem of school facilities in Namao. They are developing in terms of a school that would serve it and the military development around Namao.

MR. ROBISON: Is that a liability to provide fire service on the part of the City?

A I think there is a stand by agreement, yes.

MR. ROBISON: All right, is there any liability that provides any police service?

A I think probably not on that one, now I would not be too sure, but I think probably not.

MR. ROBISON: All right, any liability with respect to roads, sidewalks?

A Not within the area, but, the City has to provide access--

MR. ROBISON: Access?

A Yes, which is the main access to the area, and to the whole area to the north.

MR. ROBISON: Well then, there are municipal services provided presently by the City of Edmonton?

A Well, there are other more important ones provided to it as well, not directly, but this area is definitely doing their shopping in the downtown, using the downtown, doing their entertaining themselves going to shows in the downtown, and they are making full use of the downtown facilities of the City. In that sense the City is paying a fairly significant cost, the upkeep of the Airport, the upkeep of the Royal Alex hospital, the upkeep of various parts --

MR. ROBISON: What about the bus service?

A The bus service does not go up there, it doesn't go across the track at the present time.

MR. ROBISON: Well, apart entirely from the question of that being Dominion Government property, it would seem to me to be certainly logical that that area should be included in any proposed boundaries?

A Yes, I would agree with that, if it was privately owned and developed to this extent --

MR. ROBISON: It has all the industries of municipal reliance on the City and the urban core, and apart from that factor --

A But, the one thing on the other side quite strongly is the existing administrative arrangements particular to schools.

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A (Cont.) and, whether you need to interfere with it.

MR. DAVIES: Mr. Moffat, one other question, am I correct in presuming that the City furnishes electrical energy to Griesbach Barracks, as it does to Namao, or does it get it from Calgary Power?

A Well, we had better check that, maybe Dr. Harries knows that?

DR. HARRIES: I think you will find that the City of Edmonton does.

MR. DAVIES: My recollection is that Dr. Gaherty told us about the overhead lines from the City that went over their lines somewhere between the City and the Namao Airport, and the City furnished electrical energy to the Namao Airport?

A Oh, yes, no question about that.

MR. DAVIES: And, I would think that incidental to that arrangement that they would be serving the Barracks area?

A Well, I think that is true, I'm not sure, but I know it is true that the City is supplying Namao.

MR. HAYES: Now Mr. Moffat, you say you had, your personal opinion of that particular area, is somewhat different from the City. Would you indicate what your first reaction was there on that map, how big a territory is now being proposed to be annexed, you didn't recommend at the start?

A Well, basically just that one change.

MR. HAYES: Just that one change?

A And, that is the final conclusion I came to, you wanted my first reaction, the first time I drove around the area and took a look at it, that is something different. But, having a mature consideration of what should be done,

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A (Cont.) and making up my mind, the only difference from this present boundary here is that section.

THE CHAIRMAN: All right sir, keep on when he is done?

A Well now, going east from 97 Street, the first section here has one hundred and eighteen people on it, and, they are concentrated pretty well in on this corner here adjacent to the highway, and adjacent to the city boundaries, although there are a few scattered around.

MR. ROBISON: Is there any evidence of any kind that the area presently occupied by the Barracks might expand into the surrounding areas?

A Well, they own these three quarter sections for that purpose, and they are expanding their stores, and warehouse buildings west, over the quarter section line.

MR. ROBISON: They have permission?

A But, they own this whole section, and using it just for back acreage and agricultural lands at the moment.

MR. DAVIES: Is the Griesbach Barracks in the greenbelt or the greenbelt south of it?

A It is in the greenbelt, the greenbelt does go south of it, the greenbelt comes down to the half mile line, 132 Street, but it is right in the greenbelt. This particular section, now that the Griesbach Barracks are built up, and now that there is an extremely good road ^{running} straight up on 97 Street is likely to develop Hot Dog stands, and the usual kind of highway development reasonably quickly, and for that reason, which is the same as the reasons were on the west side of Jasper Place, it is probably advisable to be taken in as part of the City. That is the corner immediately adjacent to the highway into Griesbach Barracks.

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MR. ROBISON: You are suggesting that Griesbach Barracks.

is likely to generate some highway development?

A On that side, not on the other side.

MR. ROBISON: On the east side?

A On the east side, not on the west side, because, this is vacant land, this is the direction which they are developing their warehouses, and so on, but, the residential side over here is likely to develop subsidiary Ice Cream places, Filling Stations --

MR. DAVIES: Mr. Moffat, you have now just moved across 97 Street to the east, haven't you?

A That is right.

MR. DAVIES: That is the section, what is the number of the population marked in that one?

A 118.

MR. DAVIES: Thank you.

A The next section east of that again has only 28 people on it. Now, these two areas again are a drainage problem at the present time. The drainage is not too good, and, there has been seepage down into the City all along here, but, the difference between this area, and this area further west, is in terms of this ravine which comes up through the property north of Jasper Place, or, north of Beverly, and, which the engineers tell me could be used as a drainage channel to get this thing cleaned up without having to take it through the City, the way you would be involved if you went over to the area further west. So that, you have a small area in one section that is sandwiched in between, and you have got an area next to 97 which is likely to develop fairly quickly. You have

A (Cont.) got an area north of North Edmonton here, which has got already 249 people on the section, and, if you are familiar with it, it is right along the corner, at the end I think it is 66 Street.

MR. ROBISON: Is that the north of Belvedere?

A Maybe 76 Street. Yes, north of Belvedere section there. It is an area where there is a very rapid turn over of population. The children of this area go up to the Horse Hill school, right up here, they tell me that the children are there for a month, two months, three months, and move back down to the City and somebody else comes in, and there is a very rapid turn over, and the population is in more or less in the nature of an overflow from the City. It is at the end, now, I'm not sure whether it is the end of 66th or 75th, I am not sure, I would have to look from my other map.

MR. ROBISON: Is that uncontrolled development in there like, with respect to the fringe area of Montgomery?

A Exactly, that kind of thing.

MR. ROBISON: No code, or anything else practically?

A Well, there is only 250 people, so it hasn't got very big yet.

MR. ROBISON: Well, Montgomery wasn't very big three or four years ago either?

A No, the development is adjacent to 75th, on the corner of the section adjacent to 75th.

MR. DAVIES: Is the section marked with 249 population all small holdings Mr. Moffat?

A No, practically all --

MR. ROBISON: Subdivisions?

A Practically all farm land except right in the corner next to the City those 249 people are mostly in

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A (Cont.) the corner next to the City, right in the southwest corner of the section. There are a few scattered over the rest of the section, but the great bulk of that population is in the southwest corner.

THE CHAIRMAN: Mr. Moffat, we have had intimations from the Belmont Ratepayers Association, that they wished to be heard in certain representations. Now, they represent as I understood the man that was down for them, they represent substantial farms?

A Yes.

THE CHAIRMAN: Stock farms?

A That is right.

THE CHAIRMAN: Well now, will you show us where that is?

A Well, that is the remainder of this section, and this one over here.

THE CHAIRMAN: I see?

A It is the north part of this section, and this one adjacent to it, and, I don't know, they go up into this area too. My understanding is that they are the people who are paying the taxes to keep up the school to which these children are going who are down in the corner close to the City. Now, that may be an unfair summary of the position, but they are more to the north, a little farther out. The development is right down close to the corner. Now, this area, there are two considerations which I think make it fairly clear that it ^{should} come into the City, one is that the City development is getting up much closer to the border than it is farther over here. It is still not heavily settled right up to the present boundary, but, there are scattered settlements getting fairly far

A (Cont.) north. And, there is this over flow, and in addition there is this area which can be drained, and good service can be put into it, without involving a drainage back, as I said several times, a drainage back through the whole city. And, the other point in connection with that is, there is some suggestion in respect to sewage. Beverly could be better served, and more cheaply served as we heard from Mr. Ripley the other day down, this way, rather than bringing it back into the plant, and, if this area was developed the whole thing could be run down into a joint sewage arrangement somewhere down here, in this area, a smaller plant to service that one area; so, on total this area, there is a lot of considerations that point towards this being an area that should come in. There is also something points to the taking in of adjacent to 97. Well, if that is going to be taken in and this, there is not much point in leaving this one out in the middle. That is about the way that situation sizes up. Now, as to the limit over on this side here. There is a division created by the fact that the explosive storage place is right in the corner here, which stops any tendency to develop very much further in that direction, and, these are only a few families down in this area, and, they are at present sending their children up to the Horse Hill School up in here. There is not much indication that the City is going to grow down in around that curve of the river, and consequently, my suggestion is to cut it off at that point.

MR. DAVIES: Where is the new Drive-In theatre in terms of that map Mr. Moffat?

A I would have to check my map to be sure, but approximately

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A (Cont.) in that area. I would have to check my other map, Exhibit 73 has got it marked on it, that is the hand used map, but, approximately in the corner of section 30.

MR. DAVIES: And, we have representations from Milner, interests, and some other interests which one, which section are they in?

A This is the Milner, Steer property here, and this is the Weiller & Williams property.

MR. DAVIES: That is the one marked 9 and --

A And 20, that is the present population, there are 9 people on that section, and 20 over on this one.

MR. BLACKSTOCK: There is a lot of small holdings in there too isn't there?

A Not right in that area, no, sir according to the best information I can get. I know on one occasion we drove in the car up along the east boundary of Beverly to get up into this area to look at it, we came to a gate where the road was closed right off and a lock on it through, ^{which we couldn't get} so it indicates to me there is not much traffic in and out of that area, so, we had to come back into Beverly and come around this way to get through.

MR. DAVIES: What's the difference between those two sections marked 20 and 9?

A 20 and 9, primarily, it is primarily in terms of the ordinary channel of drainage. You've got to go down through that area to the river, those are very desirable good sites, either for industry or residential if the City grows out in that direction, as it looks as if it might. At the
/present time it is zoned greenbelt, and we heard a

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A (Cont.) whole day on that subject a while back, but, quite aside from the area itself, is the importance of this drainage down this ravine which is the natural drainage area for the whole --

MR. DAVIES: Well, then, the primary interest is not for population expansion of the City then?

A Not that particular spot.

MR. DAVIES: Not in 20 and not in 9?

A That is right.

MR. DAVIES: And, that would knock out the two above it, 19, and 28 is it?

A 19 and 21.

MR. DAVIES: And 21?

A No, 21 is a slightly different situation, 21 is the Fort Trail and although there is not much growth along it yet, it is moving in that direction, but, 19, 20, and 9 that is in terms of population numbers, those aren't the section numbers. The present indication is that it is not developing in that direction very rapidly for residential purposes. There was considerable discussion of industry in this area, but, they wouldn't come into this area rather than go across, the other side of
the Clover Bar Bridge, as long as the mill rate differences were there, but, if the mill rate was the same on both sides of the Clover Bar Bridge, then there is more likelihood of industrial coming in here than there is under the present circumstances.

DR. HARRIES: Could I enquire what industry Mr. Moffat is referring to?

A Do you mean what might come in or --

DR. HARRIES: No, what industry you were discussing when you said they would go to the other side of the bridge?

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A They did go to the ~~the~~ other side of the bridge, several of them.

DR. HARRIES: Which ones, that is what I would like to know?

A Well, I can't recall which ones at the moment, there was at least two occasions where I can recall discussions of plants which looked at this side, and plants which looked at this side. Now, there are several factors, one of them is mill rate, but, there has also been some discussion of under mining, but, there is undermining here, and under mining there. I wasn't talking in terms of a specific industry, I was just making a general proposition. If the mill rate is somewhere in the 50s or higher on this side, and 25 on this side, it might swing location a mile or so, and, if the mill rate is the same on the two sides there will be more tendency to come in there. I'm not trying to make it in terms of specific industry.

DR. HARRIES: My information is that no industries that have gone into Strathcona after first considering locating on the other side of the river. I thought you had some industries that were in there.

A No, I'm not suggesting specific ones at all.

DR. HARRIES: There aren't any then that have done what you suggested?

A No, all I am saying is that if I was the manager, coming in to look at the area, and I saw that the mill rate here was 50, and over here was 25, I wouldn't waste much time looking on this side, I would start right in looking on this side, as long as it was only the difference of a mile, and just about the same distance from the downtown, and the bridge was on this side anyway, but, I am not printing it in any specific industry at all.

THE CHAIRMAN: Mr. Moffat, will you comment on that area south of 124?

A This down in here?

THE CHAIRMAN: Yes, what is that, is that the --

A Well, that is the river lot.

THE CHAIRMAN: Yes?

A Into the south of the highway between Beverly and the Beverly Bridge. The contour there is that there is a higher level adjacent to Beverly for a short distance, and then it drops down on to --

THE CHAIRMAN: The river bottom?

A The river level flat. Now, the discussion which I have had leads me to think that the part of that which is up on the ridge, would probably develop as a, just the general same type of development as the south end of Beverly. In other words, a residential type of development out to the ridge which is of course a fairly short distance. The rest of it farm land or something of the sort, or probably agriculture. But, it is in between urban and urban, and, there are several areas where you get that kind of a situation, where an area left surrounded more or less by what looks like urban development.

MR. ROBISON: This is all in Sturgeon?

A That is all in Sturgeon.

MR. ROBISON: Have we heard anything at all in this Commission as to what Sturgeon thinks. They are apparently not interested in whether the City annexes it or not?

A I don't know.

MR. HAYES: I believe they don't know what's going on here.

MR. ROBISON: It's their business if they don't, they should.

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MR. BROWNLEE: I think sir, possibly they've been so near liquidated by the Co-terminous Boundaries Commission.

MR. GARSIDE: The safety commission.

(Laughter.)

MR. HAYES: Mr. Moffat, would you indicate on that map where the stock yards are?

A Approximately in there, I know you drive east on the road here, just on the north side of the railway line, you go through the stock yards and some feed lots, and then you cross the line over in the Weiller & Williams property, now, I could not give you exactly, but approximately.

THE CHAIRMAN: Well, Mr. Moffat, northeast of that?

A Up in here.

THE CHAIRMAN: Yes, what is the population or development situation there?

A I couldn't give you in detail, just an impression from driving through it, there is not very much development except along the Fort Trail, I couldn't give you it in detail.

THE CHAIRMAN: Well, suppose for the moment that the Belmont Ratepayers don't like your suggestion, and say in language that we have already heard here before, "Leave us alone". What would be the main justification for including the area 29, 19, 20, oh, perhaps that isn't 29 but those four?

A These here?

THE CHAIRMAN: Yes, that's right, those four. What would be the arguments for not leaving them alone, pressure of population, the need for development in that direction?

A Well, I would put it, not in those terms, no. I think the population development problem is primarily in this direction.

THE CHAIRMAN: Yes?

A But, this is a potential industrial development, and the problem of how you are going to serve the upstream if you don't have the right to put in the drainage facilities, and so on, on the whole drainage area of that flow. Now, if there is suggestion of restricting the direction of the development up here, and cutting it back a little, my thought would be to cut it at the half mile line here, and come down like that. Only go a half mile north, and come down in at the corner of Section 30, but still keep the drainage.

THE CHAIRMAN: Access to the river?

A Access to the river.

MR. BLACKSTOCK: Well, surely the City can make expropriation for that drainage Mr. Moffat?

A Not if it is outside the city boundary very well, can you?

MR. BLACKSTOCK: I am not sure, but I think?

A No, I am not sure either.

MR. BLACKSTOCK: I think the Town and Village Act, the town can expropriate beyond its boundaries for water, and things of that kind, I know they can?

A But, there is more than drainage, I am making drainage as the main emphasis, but, there is also what I think is the logical type of development towards industry on the north side of the C.N.R. track, in that general area.

MR. ROBISON: And you said, control of development along the Fort Trail, that way?

A That is up farther north, but that doesn't really apply in this, right down this way. Now, looking farther ahead, if it doesn't go industrial it may go residential, but, that is not quite so likely, because, it is on the down-

A (Cont.) stream flow from the stock yards area.

MR. ROBISON: What about the brief we had from Mr. Steer with regard to their property there which they said was in the greenbelt, and couldn't be used for industrial purposes?

A I am not clear on just what they really wanted. The implication of that was, they thought they should be allowed to go for industrial development.

MR. ROBISON: Oh, that is very clear, they think that they are going to suffer a great financial loss because of the zoning ?

A I think it was industrial development they were thinking of primarily.

MR. ROBISON: Would you show us again where that is?

A That is this area we were talking about, it takes both sides of the ravine, close to the river, and the Weiller and Williams property to the west.

MR. ROBISON: That is in the proposed greenbelt area?

A It is designated ^{greenbelt} in the District Planning Commission at the present time.

MR. ROBISON: Therefore, if that remains farm they can't use it for heavy industrial purposes?

A That is right, but I don't think anybody ^{seriously} thinks it is going to be forever.

MR. DAVIES: Mr. Moffat, the decision at the time that brief was presented, was the Milner, Steer interests had not made any application to the District Planning Commission to have it rezoned?

A That is right.

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MR. DAVIES: As I understood the Milner, Steer brief it was mainly on this point, to have it settled in the law that people who got set up in the greenbelt were entitled to some form of compensation. And my recollection is, that they weren't making any argument whether they were in or out of the city boundaries?

A That is right, that is my understanding.

MR. DAVIES: I am wondering now, I presume they must know that you have them in this, included now in your proposed larger area, and we haven't had any representations from them on that point it was mainly, it was principally on

--

MR. ROBISON: Compensation.

MR. DAVIES: The law was unfair, and there should be compensation for people who got frozen off so to speak in the greenbelt .

MR. ROBISON: That is right?

A That is my understanding of their position. I don't want to put words into their mouths.

MR. ROBISON: That is what they said.

THE CHAIRMAN: Go ahead?

MR. BROWNLEE: I was just going to ask Mr. Moffat with regard to those sections marked 19,9 and 124?

A 124, that is the population down in there.

MR. BROWNLEE: If those were in the greenbelt, what is the purpose of bringing them within the city limits. Why couldn't they be just as well left outside if it is greenbelt?

are

A You/talking around the three adjacent to the river?

MR. BROWNLEE: That is right?

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A Well, I can give you the same answer in this direction, as to 19 which is the population on section 30 right up in the corner, I have real doubts in my mind whether there is any need for the whole of the section, but, there is certainly need for a little bit to control along the Fort Trail.

MR. BROWNLEE: Excuse me, to control what?

A The development along ^{the edge of} the Fort Trail and adjacent to it, you see, the highway comes right close by.

MR. BROWNLEE: Isn't that highway development, which is controlled in any event by the Department of Highways?

A That is true to some extent.

MR. BROWNLEE: Do you think there is a real necessity for the City having any control at all in that particular section?

A No, as I said a minute ago, I think there is some doubt on that particular section in the corner.

MR. BROWNLEE: So that might just as well be left out?

A Yes, I wouldn't have any argument one way or the other on it.

MR. ROBISON: Just a moment now, Mr. Brownlee said, "Why bring that in", and, you have doubts about it, how long a term are we thinking of, are we thinking in terms of five years, you said that won't come into industrial development, or are we thinking in terms of a generation, what are we thinking about. We are supposed to be thinking in terms of 25 or 30 years, aren't we?

A Yes.

MR. ROBISON: And, if this City continues to grow the way it has been growing, we are going to ^{have to} face problems in ten years that we don't even conceive of today?

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A Yes, but, that is going to happen in some other areas in addition to that particular section right in the corner, so, I don't think we could talk about the problems of another growth that starts to overflow the City, in terms of that particular section. Now, if I could just carry on with the rest of Mr. Brownlee's question.

DR. HARRIES: Just before you leave 19, did I understand you to say that was a potential industrial area?

A No, but, when you come down to the next one here, it is getting closer to , now, again it is on the border, but it is involved in this problem of getting the drainage down the ravine, and it is all in one parcel at the present time, and it is all owned by the same property holders, and as I suggested a minute ago. If it is thought desirable to take the very minimum provisions here, I would cut it down and leave the north half of that section out. But, if it is thought desirable to be a little more generous, then I would go out to here, but the main point in connection with this is drainage. Now, if that has got to be taken, then there is no point in leaving this. That is right, you see, you can't leave an island, but, if you are going to take this piece here, this goes naturally with it. The highway goes through there, the development there, Beverly is building up fairly close to it, you can't leave just an island surrounding it.

MR. BROWNLEE: But, if in effect all you are going to run through there is a sewer line, what is the real purpose of taking those two sections, 9 and 124, the greenbelt sections?

A It isn't just the sewer line down in here because, there is this ridge of good development part way into that, there

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A (Cont.) is a ridge of good development area up in here, and no more than, we don't bring the city up here and then leave the low lying part out. You can't do it that way, if you are taking a good development land, you can't just go around the flat.

MR. BROWNE: Well, are you suggesting building in the green-belt?

A Yes.

MR. DAVIES: What does Mr. Dant think of that?

A I don't know, I haven't asked him.

MR. DAVIES: I remember questioning him, and he said he was thinking in terms of greenbelt as a pretty definite thing that would be with us for a long time more or less in the same position. Now, Mr. Gertler I think if you examine his evidence ^{you will see} that he was thinking of something very very flexible?

A Yes, and I am thinking of something very very flexible too.

MR. DAVIES: You could look at, and I think you know what that means?

A Yes.

MR. DAVIES: You could look at it from time to time, and not be afraid of looking at it and doing something?

A That is right.

MR. DAVIES: And, that is your view too?

A Yes, ^{and} that I think is the view of the City officials.

Now, I think, I don't want to emphasize this point too much, but, when Mr. Dant came here he introduced himself as speaking on behalf of Noel Dant. He didn't introduce himself as speaking on behalf of the City, and I think

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A (Cont.) it is a distinction that should be kept in mind.

MR. DAVIES: So, we are in the position where we have to have the economist giving opinions on planning, and the planning man, he is only speaking for himself?

A That is the position I am afraid.

MR. BROWNLEE: Wasn't he speaking for himself as the official town planner?

A No.

MR. GARSIDE: That was my recollection, he made it perfectly clear he was not representing the City, he was representing Noel Dant. In fact, he was asked by the Commission to come here in that capacity I believe and ask for a report, it was in response to a request ^{from the Commission} that he came here.

MR. BROWNLEE: I wonder, does it follow from what Mr. Moffat was saying, the City does not adopt the recommendations contained in Mr. Dant's brief?

MR. GARSIDE: Well, we take no such position at the moment. Mr. Commissioner Menzies is coming in. Mr. Menzies will be brought in.

MR. MOFFAT: I put it this way Mr. Brownlee, ^{that} if the City takes ^{are not bound} the position that they ^{by} Mr. Dant's evidence, and are prepared to recommend a policy which differs from him on some points --

MR. BLACKSTOCK: After all, isn't planning a matter for the City to zone as they think it's proper. Surely it isn't for this Commission to say where the greenbelt should be, or to say there should be a greenbelt?

A No, on that point I would say the function of this committee, or this Commission, is to decide who should

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A (Cont.) decide whether they should be a greenbelt
but, it is not to deal with the greenbelt as such.

THE CHAIRMAN: Now, take a look at the clock?

A Yes, I have been watching it.

THE CHAIRMAN: Do we assume that we have completed the north
side of the river, or, are there other questions?

MR. BROWNLEE: We might have one or two more?

THE CHAIRMAN: On the area to the north?

MR. BROWNLEE: On the area we have been discussing.

THE CHAIRMAN: Very well Mr. Brownlee then at 11:10.

(At this point the Commission
is adjourned until 11:10 a.m.)

MR. BROWNLEE: I don't have any more questions on that area, Mr. Chairman.

THE CHAIRMAN: All right. Now --

MR. GARSIDE: Just for the record, Mr. Moffat, what exhibit are you on now? Have you dealt with 96 and 97?

A Yes, we just finished 97.

THE CHAIRMAN: Yes, 97. We will go now to 98, but I wanted to find out if there are any further questions on the part of anybody, any member of the Commission? No. Very well, sir, 98.

A Now, in respect to Exhibit 98 which is the one that covers the same kind of information on the south side of the river, you will notice that there is simply a section, a collection of tables with no memoranda attached, and the reason is that it was much more difficult for me to make up my mind on the specific proposals on the south side than it was on the north side. In addition, the other reason is that as a matter of policy the City officials gave me instructions to keep the south side boundary a little more indefinite in order to have more opportunity to take into account the views that would be expressed to us. It was thought that on this side we could approach the thing in terms of more, what would be desirable from the City's point of view, and if the people in the area had anything to say we would take it into account, but on this side it was definitely recognized right from the beginning that it couldn't be

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A (Cont.) simply just from the point of view of what is good for the City, it had to be in terms of what is good for the City and Strathcona, and it has to be a compromise between the two points of view. That is the reason why that Exhibit that deals with this side is not as precise as the one that dealt with the north side.

Now, probably the most convenient way to work at this is to start at the southwest corner and work up towards the industrial area.

THE CHAIRMAN: Yes, very well. We discussed to some extent the southwest corner, talked about it yesterday, Dr. Harries talked about it before.

A Yes, I doubt if we need to spend much time on the southwest corner.

THE CHAIRMAN: Yes.

A It seems to be a general agreement that that is a good residential development. That particular quarter section right there between the University Farm and D.V.A. Development, that particular quarter section, there is quite active pressure to service that quarter right now, apparently, and if the City was prepared to do something, or if Strathcona was prepared to do something about putting services in that particular quarter, it would develop immediately, that is my understanding on that.

MR. DAVIES: Mr. Moffat, excuse me, which population block is the University Farm in?

A 56. There are 56 people on the balance of the section.

MR. ROBISON: What is the number of the section?

A One quarter section of it is the University Farm.

THE CHAIRMAN: He wants to know the number of it.

A Yes. I can't read it. I will see on my own map.

Apparently it is 30. No, it can't be, either, that isn't right.

MR. HAYES: On 13 and 18, isn't it?

A Yes, it is 18. That would be 18.

MR. DAVIES: And which quarter is it?

A The University Farm is the northwest quarter of that section, and then it goes across inside the City limits, there is another quarter section of the University Farm.

Now, the only discussion --

MR. BLACKSTOCK: Mr. Moffat, pardon me, the subdivision map filed by Strathcona?

A Yes.

MR. BLACKSTOCK: Shows the University Farm in the northwest of 13, or the northwest of 18 and part of the southwest of 18.

MR. HAYES: Yes.

A It is primarily in the northwest of 18 and a little bit on the southwest of 18.

MR. BLACKSTOCK: What about the northwest of 13?

A The northwest of what?

MR. BLACKSTOCK: Of 13.

MR. HAYES: The northeast of 13.

A My map doesn't show, doesn't give me enough detail for that. It may go over the corner there.

MR. HAYES: Here it would indicate that it is all in the northwest of 18.

A Yes.

MR. HAYES: And part of the southwest of 18,
and all of the northeast of 13, and part of the
northeast, northwest.

A Of 13?

MR. HAYES: Yes.

A Yes. Well, that may be so. In which case, if
that is it, it is this strip here down to the Indian
Reserve line and then across the half-mile line over
to the present City boundary.

That same exhibit that was referred
to, the one on the subdivisions, Exhibit 174, reports
60 people on this section, whereas our information
was 56, so that it gives an approximate number of
people that are on the section at the moment.

MR. DAVIES: Mr. Moffat, in terms of the southern-
most proposed boundary there, that is the jut-down?

A Here, yes.

MR. DAVIES: Yes. Where are the east and west
roads that the heavy gravel --

A Yes, that was the next question I was going to bring
up. The discussion was in terms of traffic on this
road which is one mile south, and in terms of this
road which would go right along the southern boundary.
That was the, those were the two roads that Mr. Harries
indicated as far as I can get it into my mind, and I
think there is a good case for consideration whether
this boundary should come down here in order to have
the City take responsibility for both roads. Now,
on behalf of the City the proposal is, the boundary

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A (Cont.) that is outlined here, but the City was always careful in its specific Council resolution on the subject, they added in the provision that they would be prepared to take additional responsibilities if it was thought desirable. This is one of the areas^{where} that problem arises in an acute form, who should be responsible for the road one mile south of the proposal, and should something be done to make sure that the City is responsible for the whole of the road right at the southern limit that is proposed. Now, that might be dealt with by using a half mile line as the dividing point rather than a section line as the dividing point.

DR. HARRIES: The City isn't suggesting that they would accept the responsibility for some of those roads on the basis of a transfer payment from the City to the municipality.

A No, no. The suggestion is that they might take responsibility for the roads by having the area, having the boundary pulled out to a point where it would be involved.

DR. HARRIES: That would take us down to the Ellerslie road which is the main gravel road in that area?

A I don't know. I am just -- all that the City wants to say is that if it is thought desirable that they should take some more responsibility they would not be prepared to object very strenuously, but their thought is that probably the best boundary would be the one that is outlined here in view of the probable development and trends

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A (Cont.) of development in the area.

THE CHAIRMAN: Mr. Moffat, are you suggesting that there is an open and well used road along the south of 640 and 39?

A I am just reporting the information which Mr. Harries had on his map. I am not familiar with the area myself.

THE CHAIRMAN: Well, that wasn't the road that I thought the Reeve was talking about. I thought he was talking about a mile south of that. Very well, I will leave that.

A I am not familiar enough with that area, except to state the general proposition, and if it is thought that they should be responsible, and if that is primarily an area that is taking municipal services that are related to the City then maybe it should be done.

THE CHAIRMAN: Can I just interrupt for a minute longer?

Mr. Adamson, the road at the base of those, well, the proposed City limits, that is a blind line, isn't it, but open, is that what I understand?

MR. ADAMSON: No, I don't think so.

THE CHAIRMAN: They are not open. The township line is a mile south of that, isn't it? There is no road; I think you are the man that is wrong. I think there is no road until you get down to the township line a mile south of that.

A I think you are probably right, sir, by the look of this other map.

MR. ADAMSON: The only road going west is on 51st to 111th, and then south a half mile. That goes off the Indian Reserve line and then goes straight west through Rabbit Hills, then you go down to Oliver, or the C.K.U.A. and go west two miles south again to Ellerslie, and west again, two miles west to Otoskiwin.

A Yes, that would --

MR. ADAMSON: It is all the roads two miles south.

A That would indicate that I was wrong and it would be one mile further south than I was suggesting.

THE CHAIRMAN: All right.

A Now, I don't think we need to spend any more time discussing that corner unless there is some specific questions on it. In this --

MR. DAVIES: Well, I would like to discuss it a little bit more. If there is any suggestion that the boundaries should go another mile further south from where your southernmost proposal is there which would continue to a township line, then how far east would you go? That would put you on two miles, two miles, two miles north of Ellerslie?

THE CHAIRMAN: That is the C.K.U.A. corner.

MR. DAVIES: Does that mean then it would go straight east until you got a miles east of the highway?

THE CHAIRMAN: In other words, Mr. Moffat, if you went down that mile, would you extend it just covering the three sections that you have indicated there, I think this is what Mr. Davies would like to know, and I would too, or would you extend it further east or further west?

A Well, I have not travelled into that area. I don't know the area at all well enough to give any useful opinion on it. I have tried to draw lines on the map, but they don't mean very much. The City isn't proposing that, they are simply saying that if it thought desirable that might be all right to do.

THE CHAIRMAN: The only reason being that by so doing it would assume responsibility, a certain responsibility for the road, the main road on the township line at the C.K.U.A. corner?

A That's right.

THE CHAIRMAN: Well, all right, that's fine.

MR. BROWNLEE: Well, as a matter of principle, I take it you are not suggesting that the City take in all of the roads south of the City that are used for hauling gravel into the City?

A No, I am not suggesting at all, I am suggesting in the City's proposal that this should be the boundary the way it is drawn here, but I am saying that if people in the community in the adjoining municipality wish to have the City take responsibility for those roads, the City would have no particular objection to it providing it was done by extending the City boundary out to include them.

MR. BROWNLEE: And how far south would you go on that basis?

A To whatever extent it was thought desirable by the people who wanted to go south. The City thinks it is not desirable to go south, the City thinks this is the line, but they won't object if somebody has other ideas and is willing to promote them.

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MR. BROWNLIE: So you are willing to accept responsibility in that way for the roads, for those gravel haul roads?

A In that way, yes, by having the boundary come out around them.

MR. BROWNLIE: Yes. Well, just before you leave that area, Mr. Moffat, in connection with the University Farm, what is the recommendation of the City as to what should be done there?

A The City --

MR. BROWNLIE: Or is there any recommendation?

A There is no recommendation.

MR. BROWNLIE: What do you think should be done?

A I don't know. I have no opinion on the subject.

MR. BROWNLIE: You have no opinion on it?

A At all.

MR. BROWNLIE: Have the City been negotiating with respect to the University Farm?

A I don't know. The only thing I can tell you about that, and I think it is common knowledge, that the City is quite concerned about the possibility of developing this area to the west of the Farm, unless they can get access through there. Now, how far they have gone with negotiations or whether they have done anything about negotiations, I can't tell you.

MR. BROWNLIE: Would you be able to find out whether the City has been negotiating?

A Yes, I could find that out, or you could ask Commissioner Menzies when he is here, because he

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A (Cont.) can certainly tell you.

MR. BROWNLEE: You might indicate to him that we were asking about it.

A Yes.

THE CHAIRMAN: He would be the man that the University would deal with.

A And we will indicate to him that you are going to ask him that question and he will be prepared.

THE CHAIRMAN: Mr. Moffat, you may not know the answer to this question, but the Reeve will know. Whereabouts are these gravel pits that we have heard a good deal about? Are they located in the area that is numbered 64 and zero, or south of that?

MR. ADAMSON: If you are going to cover, Mr. Chairman, the roads indicated by Mr. Moffat, the gravel roads from the river, the biggest Government gravel pit is on the correction line on the river.

A That would be just off the bottom of this trip.

MR. ADAMSON: To take over the roads in that area you would have to take all of the Rabbit Hills west of the Calgary highway to the correction line.

THE CHAIRMAN: All right, sir, thank you.

MR. ADAMSON: Because the gravel pits are from our correction line right to the City where Marshal has his up there in the City.

MR. HAYES: How many miles south of the present boundary would that be?

MR. ADAMSON: That would be eight.

MR. HAYES: Eight miles, would it. Would the

MR. HAYES:(Cont.) City be prepared --

MR. ADAMSON: From the correction line to C.K.U.A.'s township line six miles, and then entering to the City.

MR. HAYES: Do I understand you to say that the City would be prepared to go that far?

A I think I would put it this way, Mr. Hayes, the City would be prepared to consider going that far if the others thought it was desirable, but the City definitely would think that that was carrying it a little too far, but I think it should be in those kind of terms.

THE CHAIRMAN: All right.

MR. HAYES: Mr. Moffat, would you indicate on the map there where this, give me the number of this Charley Russell property?

A It is this area just to the west of the highway and immediately south of the present City limits down to --

MR. HAYES: Would that be on 17?

A Southeast of 17, apparently.

MR. HAYES: Southeast. Thank you.

A My information here is on the basis of subdivisions, there are three people on the property. Now, there may be some others on there not on subdivided sections of it.

MR. ROBISON: Why wouldn't it be advisable looking at section 10 and the Calgary highway for the City to go over half a mile?

A Into 10?

MR. ROBISON: Yes.

A It might be, the only difficulty, when you get over east there is this one which Mr. Adamson discussed, you begin to get into the pipeline corridor where there are a series of pipelines, and where it is not likely to develop too rapidly into urban characteristics.

MR. BROWNLEE Would you just point it out to me? Oh, I see.

MR. ROBISON: What I have got in mind there is, I see the pipeline situation there; would be to go straight west from the southeast quarter of 9, across 10 and across 11, because there is a subdivision there; over to the eastern boundary of 12 and up to 13?

A The eastern boundary of 12 or the western boundary of 12?

MR. ROBISON: The eastern boundary of 12, that takes you right, that includes --

A You would also take Reeve Adamson in if you went in there.

MR. ROBISON: Well, the beauty of it is I don't know where any of them live. I am not interested in individuals, I am just interested in sensible planning.

That would include your Imperial pipeline and bring it right up to the northeast, part of the northeast of 13 there.

A Well, just going back just a minute, that subdivision which you mentioned there on the southwest of 11, my

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A (Cont.) note here is that that is partly cancelled and there is nobody living on it, according to the information of Exhibit 174, so that that is of no consideration. Now, the second thing is that that would take in a big area which is purely agricultural and is likely to stay agricultural for, indefinitely, because it is away from the railway, it is in a direction in which development will not go because of the pipelines, in a direction in which there are a lot of other areas which are more easily developed from the point of view of providing service.

MR. ROBISON: Well, are you satisfied that through the District Planning Commission that you could control development on the west side of 10 along the Calgary highway?

A No, the west side of 10 is not the Calgary highway? It is the west side of 9 is the Calgary highway.

MR. ROBISON: The west side of 9?

A Yes.

MR. ROBISON: Well, what am I looking at here?

MR. DAVIES: I think that is the power and telephone line.

MR. ROBISON: Oh, that's what that is.

A That is the reason for taking 9.

MR. ROBISON: Oh, you have got both sides of the highway?

A Yes, both sides of the highway.

MR. ROBISON: You have left these pipelines out except in the corner owned by William W. Donnan?

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A Well, that corner was done to include the Indian Reserve line there where the road is in that quarter, you see. That is the reason for taking that jog on that section.

MR. ROBISON: I was looking at the wrong one.

MR. BLACKSTOCK: Of course, there are other pipelines, Mr. Adamson, in this area now, more pipelines than are shown on this map?

MR. ADAMSON: Yes, there is only two shown on there, Mr. Blackstock, but on coming through on 13 there are five. There are two coming through where Mr. Moffat was talking about there, what we call Fletcher's Corner, and the Northwest Utilities have two twelve-inch lines. The Pembina Pipe, the Pembina Line and the Transmountain.

MR. BLACKSTOCK: Texaco?

A Well, they are further to the east.

MR. BLACKSTOCK: They are further east?

MR. ADAMSON: In the group with the Imperial Oil there. I might say when you are going out to Salisbury, there are a series of five lines going out to Joseph Lake and Stettler.

A But all these --

MR. ADAMSON: I think there are about nine lines altogether involved in this area, and I understand there will be two more this year.

A All of these factors seem to make it clear that the City will not develop in that southeast direction much beyond the railway line. The industry won't go very far past the railway line, and there will be no residential development into that type of an

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A (Cont.) area. It would be very difficult to service, because you would be interfering with all these lines there, and there are strong indications that the growth will go in other directions rather than that way, and therefore, if that area is likely to continue for agricultural purposes, it is preferable to be left on the outside.

MR. BROWNLIE: Well, Mr. Moffat, just following up on what you have been saying, I would ask you this, aside from the 50th to 75th Street area?

A Yes.

MR. BROWNLIE: And in the light of what you have just said about there not being a development down in those, to the southeast?

A Yes.

MR. BROWNLIE: Where is the, where do you consider there is going to be this desirable residential development in Strathcona?

A Well, I think three spots. One you talk about, the Gold Bar Farm down into 50th Street here, that is one. Down in this area here, that's two. I am inclined to think, and in this I disagree with some of the other people, the Campbellton area as a possibility, as a third possibility.

MR. BROWNLIE: Well, didn't Mr. Gertler suggest that this residential development would be partly in the 50th to 75th Street, and partly to the southeast where you are saying you don't think there will be any?

A I don't think Mr. Gertler ever indicated any housing development out beyond the industrial area in this

A (Cont.) area. His zoning at the present time follows approximately that line.

MR. BROWNLEE: Well, didn't Mr. McConnell's evidence indicate that he felt that that southeasterly part would develop?

A It was not, I don't think; I tried to get Mr. McConnell to identify his area and he wouldn't tie down really.

MR. ROBISON: He probably doesn't know the factors that might inhibit residential development there any way.

MR. BROWNLEE: Well, then -- I am sorry, sir.

Apart from the 50th to 75th Street area, would you agree that there is not going to be any particular residential development in Strathcona of any consequence?

A No, I would say there are two areas. This one here to the south and west, back of the University Farm, and then, I think there is a real possibility of jumping the industry and starting in on the east side.

MR. BROWNLEE: Yes, I should have confined myself just to the areas in Strathcona on the boundary adjoining the City, and you say 50th to 75th Street, and then south and west?

A That's right, that's right.

MR. BROWNLEE: Would you see Campbellton developing if that area came into the City on the east and on the southwest?

A Well, I was intending to take a fair amount of time on the Campbellton area when I got to it, and from

A (Cont.) the clock it may be just as well not to start it.

MR. BROWNLEE: All right. Well, just one more question, the extention that Mr. Commissioner Robison was discussing, you don't see any development which warrants taking agricultural land in, and I think you would agree with me that because you suggest that the City mill rate should be imposed on agricultural land brought into the City, that probably it would be unreasonable to take that in?

A Yes, I think so, yes.

MR. BROWNLEE: In other words --

A I wouldn't be too strong on the unreasonable, but I think it is preferable, a preferable decision would be to leave that out and to take an area here that is limited by what is likely to be growth related to the railway line, and you will notice that the boundary here follows the general pattern of the railway line quite closely.

MR. BROWNLEE: And where you just put your hand is industrial, right there?

A Yes, between the railway lines and on both sides of the railway lines, that is all industrial, yes.

MR. BROWNLEE: Yes.

A As I see it.

MR. ROBISON: It can't be residential, am I clear, down there, because of these pipelines, am I right?

A That is not the only factor. That is one of the factors. It can't be industrial or residential because in either case it would involve sewer and water facilities which would interfere with the lines,

A (Cont.) and would involve for residential purposes, it would involve taking them through the industrial area and out beyond where there other closer in areas which could be made available and are showing signs of beginning to develop right now. If the City goes, 500,000 then probably you have to change your mind on that one, but if we are thinking in terms of 350 or 400 thousand there are other closer in areas that are more easily served that will accommodate residential.

MR. ROBISON: It looks to me as if they rather messed up some good territory with those pipelines.

A That may be so, but they are there and you can't change them. There are a lot of things that if they had been done differently they might have been better.

Well, now does that conclude, and we are ready to move up further?

THE CHAIRMAN: I am sorry, Mr. Moffat, did you address a remark to me, or are you asking if there are any other questions on this phase?

Now, I take it that you are over as far as one mile east of the Calgary highway?

A Well, I think we have completed anything that I have to say with respect to this southeast angle here.

THE CHAIRMAN: Yes.

A Bringing us up really to the Wye Road.

THE CHAIRMAN: To the Wye Road. Well, are there any questions now? In that case, you would like to not begin your discussion of the refinery area, or the area further north than the Wye Road until after

THE CHAIRMAN:(Cont.) lunch and intermission?

A Well, in the light of the time, what we might do is skip this Wye Road area and deal with this up here. I don't think it will take very long.

THE CHAIRMAN: All right.

A And then we can leave the Wye Road area until after lunch.

MR. BLACKSTOCK: This Wye Road, that is a nickname, what is its proper designation?

A Well, it is highway 14 out to the Salisbury corner and then 14 turns south, but this road continues on east that I am talking about is the Wye road. Actually, I am not sure what number it has.

MR. BLACKSTOCK: It goes straight east?

MR. ADAMSON: The Wye Road is the original name of it since 1882,

THE CHAIRMAN: Yes, that's right.

A This is the area where the subdivision problem arises where I think we should spend a little more time.

THE CHAIRMAN: Well, has that road not a number, Mr. Adamson, east of the Salisbury corner?

MR. ADAMSON: Well, it used to be the only entrance to the City from the East, and it followed 76th Street, 76th Avenue into town to the south of Gainer's Limited.

THE CHAIRMAN: Yes.

MR. ADAMSON: And it was originated there as the Wye Road. Some say it was called after the Wye in England, and some say it was because of the

MR. ADAMSON:(Cont.) mud holes and it was called, why do they use it at all, but from 75th Street to Salisbury corner is now designated highway 14.

THE CHAIRMAN: But I understood Mr. Moffat to say that he wanted to talk about the road east of the Salisbury corner?

MR. ADAMSON: Yes, the Wye runs right through to Uncas.

THE CHAIRMAN: But has it not a number?

MR. ADAMSON: It will have a registered number as a district highway.

THE CHAIRMAN: Oh, well, you will have to invent your own name then. Well, go ahead on that.

MR. ADAMSON: It was quite all right to call it the Wye, because from Salisbury corner east it is a "Y" and is so known.

THE CHAIRMAN: All right, we will understand that that's what it is.

A Yes.

THE CHAIRMAN: Will you then address your remarks to that area north of 16, I suppose is what you want to talk about now?

A Yes.

THE CHAIRMAN: Very well.

A Now, this area north of highway 16 and running south of highway 16, there is some development, subdivision and highway growth along the highway particularly on the north side of this last quarter section, and the subdivision Exhibit 174 shows one subdivision over the line the way it has been drawn

A (Cont.) here. That is approximately a mile and a half east of the Clover Bar Settlement, where there is a small settlement that has been there for quite some time, and there is a school that has been there for some time. That area is served by highway and by both railway lines, and is the natural direction of growth of industrial development. For that reason, it seems likely that the industrial growth will come in that strip. Now, since this map was lined up, in fact, the cement grinding plant has located right in the end of that area, on that quarter there, I think is it. It would be half a mile in there from the boundary as it has been drawn in that area. Now if that piece is to be taken to be urban along the highway and the railway, then the area to the north of it cannot very well be left as a liability for the rural area. There is gravel in here, quite heavy gravel hauling coming out of this area. I think it is over closer in here, and again, this is one of the cases where in pure theory it probably should be left out, because it is agricultural in this approximately a section and a half adjoining the river right at the eastern limits, but I think that is a case where pure theory may have to give way to what is the practical operating arrangement, and the more practical operating arrangement seems to be to tie it all into the one administration. Now, that applies down as far as highway 16, and taking the one quarter section on the south side of highway 16 which unfortunately for Mr. Keith,

A (Cont.) one of the Councillors of the area, that is his residence, so ^{he} would be brought into the City by that particular quarter.

Then, when you get a little bit south of that --

MR. DAVIES: Just a minute, stop there. Now, the south half of 15, and a strip, a strip along the south half of 15?

A Yes.

MR. DAVIES: A strip along the southeast of 16, that is, there is some fringe development there?

A That's right.

MR. DAVIES: Now, there is nothing on that south half of the road?

A No, there is nothing on there now, but it is the kind of an area where a natural course of development is in that direction. Now, on the south side of that road right now is Mr. Keith's farm, and he hasn't any development on his own property.

MR. DAVIES: In Calgary, Mr. Moffat, we have this same question. On the west boundary of Calgary where we were talking about boundaries there, it came to bisecting a **farm** of a farmer.

A Yes.

MR. DAVIES: And that led to very considerable discussion, well, is it necessary to do that.

A Yes, that's right, and that is a very real problem there.

MR. DAVIES: What development would you expect on Keith's south quarter, on his north quarter, what would you expect there? If he didn't sell it for

MR. DAVIES:(Cont.) subdivisional purposes, what development would you expect on it?

A Nothing if he doesn't sell it.

DR. HARRIES: Mr. Chairman, may I ask, I think the witness said since the map was drawn the cement grinding plant was located; has this^{map} been drawn for a year?

A Maybe I should put it this way, since the map was drawn I discovered what the location of the cement plant was going to be. I didn't draw the boundary to go around the cement plant. I found out afterwards, I found where the cement plant was going to be, that's the point I wanted to make. It confirms the impression which I had, that is the type of area into which industrial location is going to be.

MR. ROBISON: Well, I would like to clear up this matter of Commissioner Davies, that he raised, about splitting a man's farm in two, because he would be assessed for one quarter in the municipal district and the other would be assessed within the City limits, and I would think that the presumption should be that sound reasons indicating the split^{-ting} of that property.

A Well, that problem is going to arise in several places. This one I happen to know of because I know the individuals involved.

MR. ROBISON: Well, I can see Bailey's up in the north there.

A There may be others where the same thing is going to happen.

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MR. DAVIES: Mr. Moffat, if you will answer me, the only difference is, when you are drawing a straight line down, or across over a considerable distance and you get into a bisection there, you would have to jog to avoid, but here is a jog that is in the corner that results in this split.

A Yes. Well, as I see it, the real problem is, are we going to do this kind of thing that I suggested on the west side of Jasper Place, are we going to take an extra half mile adjacent to highways, or are we not. Now, if it is going to be done on the west side of Jasper Place, the same sort of thing should be done on highway 16. If the decision is not to do it, it should not be done here and should not be done here.

MR. DAVIES: You haven't done it on the Fort Trail and you haven't done it on 97th Street on that map.

A We have done it on 97th Street in the sense that instead of taking half a mile you have taken a full mile. You haven't done it on the Fort Trail, that's true enough, but the development is still back further from the boundary proposed. The same thing at St. Albert, there is a development right adjacent to the City boundary. The difficulty with taking it is that it tends to involve servicing into an area which is going to be difficult to deal with because of it being beyond their railway yards. I think the most flagrant case of not having done consistency with principle is this one on the St. Albert

A (Cont.) Trail.

MR. ROBISON: Well, why couldn't, just to get back to this matter, why couldn't the line either go up on highway 16, I think you called it, go straight west or include the whole of Mr. Keith's half section?

A Well --

MR. ROBISON: What is wrong, does that make sense?

MR. KEITH: No.

A Well, my objection to the second proposition is that if this is an attempt to leave as much as possible outside the boundary, if it is area that is pretty definitely going to be agricultural for some time to come, then leave as much of it as possibly outside, and the real consideration, I think, is should that quarter be taken in, and that takes you back to the consideration, should we take in quarter sections adjacent to highways as a general policy or should we not?

MR. ROBISON: I don't think that has got anything to do with it, personally. What you do on the west side affects a particular situation, I don't think there is too much in the way of precedent as to whether it is a quarter or a half, the City has annexed quarter sections.

A Yes.

MR. ROBISON: To me it is just looking at this specific area, whether that line should be, exclude that quarter or include it. What is the reason that it is included, I am not clear

MR. ROBISON: (Cont.) on that.

A For the reason that it is adjacent to a highway development, and highway development is already located on the north side, and it is an area that looks as if it is developing into that type of thing.

DR. HARRIES: Mr. Chairman, there is one question; Mr. Moffat has indicated that in drawing the boundary where the two rail lines cross he was gratified to find that his conviction in that that was good industrial area and had been substantiated by the Canada Cement Company. I am just wondering how he differentiates in theory between the area to the west of the railway crossing^{and} the area to the east, and if it is good theory to take in the area to the west, why isn't it equally good theory to take in the area to the east, and consequently, why doesn't he move his boundary at least another half mile, and probably a mile further east.

A In here?

DR. HARRIES: Yes.

A Well, that is one of the hardest questions to answer, and that is the question of whether boundaries should attempt to forecast, and to what extent they should attempt to forecast where development is going to come. This area is certainly potential industrial, and the suggestion that is made^{is} that there should be an arrangement for adjusting these boundaries as a continuous proposition, and that if it becomes clearly established that industry is going to go into one of these areas, or residential

A (Cont.) is going to go into this area, or this way, that there should be some provision that would bring the City boundaries out to cover those as they develop, and I think the distinction on this particular line is as to the extent to which the evidence goes. At this stage the evidence is, I think, stronger in terms of industrial development in this direction than it is in that direction, but if the weight of evidence swings over so that it becomes stronger evidence that this is going to be industrial, then the City boundary ought to be taken out around it.

DR. HARRIES: What you are suggesting is that we sort of have a galloping boundary depending on where industry locates?

A Yes.

DR. HARRIES: So that if it goes three miles out the boundary might gallop out three miles?

A If it is an industry that is locating out there and is going to use urban facilities and have its people living in the City, yes.

MR. ROBISON: Well, that's what Hamilton has been doing for years, isn't it?

DR. HARRIES: No, Hamilton, with the greatest respect, sir, has been deciding on what its boundaries are before industry comes in, not after it comes in there.

MR. ROBISON: Are you sure of that?

DR. HARRIES: Yes, sir.

MR. DAVIES: In fact, Mr. Harries, Hamilton is supposed to be a model city on annexation and planning, isn't it? I think it is rated that way?

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DR. HARRIES: Yes, I understood it was. It has attempted to foresee development and take in area that it needs before there is any question about industry being located there.

A What bothers me, what happens if they foresee it wrong? If they say this is where industry should go and industry comes along and says we are not going to go there, we are going to go somewhere else, and there is good reasons for going somewhere else.

MR. ROBISON: They should simply look at the trend, that's all. Hamilton is trying to guess where the trend is going.

A And if they guess wrong, there has got to be some provision^{I think} for correcting the mistakes, if it becomes clear that the area which they thought was going to develop was wrong, and that a different area is developing then there has got to be, as Mr. Harries says, a galloping boundary; the boundary has got to go out and pick it up.

THE CHAIRMAN: Well, you want to ask a question before adjournment.

MR. DAVIES: Mr. Moffat, I want to raise the question of the balance of this information from the City that I asked for partly a week ago last Monday and partly a week ago today. I was wondering if you would make inquiries at noon so when you come back at 2:00 o'clock you can give the Commission some idea as to when it will be available?

A Part of it is being mimeographed this morning, and I see some of it is sitting in the back of the room

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R.E. Moffat - Discussion.
- Adjournment.

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A (Cont.) at the moment.

MR. DAVIES: You might check up on it then,
will you?

MR. MOFFAT: Yes.

THE CHAIRMAN: Then, Mr. Moffat, since this
northeast corner here is rather fluid, we will
adjourn at this time and return at 2:00 o'clock.

MR. MOFFAT: Thank you.

(At this point the Commission
adjourned until 2:00 o'clock
this same date and reconvened.)

PROCEEDINGS at 2:00 p.m., Wednesday, March 2nd, 1955.

R. E. MOFFAT, Esq., having been recalled on his former oath, testified as follows:

MR. ROBISON: Mr. Keith, by the way, Mr. Chairman, has given me copies of a very interesting history of Clover Bar, further to that remark I made the other day with regard to it being the oldest organized area in the Province. I have them here, I am going to look at them, if any other Members of the Commission want to look at them they are quite welcome to them.

MR. HAYES: By the way, does that propose to cut that area in two?

MR. ROBISON: No, this is written by friends of Clover Bar and Strathcona, apparently.

MR. HAYES: Your reference was that Clover Bar was one of the oldest settlements?

MR. ROBISON: It is the oldest.

MR. HAYES: But I say is this proposal to cut it in two, would part of it be in the City under this proposal and part of it out?

MR. ROBISON: A small portion along the river, I believe.

MR. DAVIES: They call it "bisecting" instead of "cutting it in two".

MR. ROBISON: Or "dissecting".

THE CHAIRMAN: All right, Mr. Garside?

MR. GARSIDE: Mr. Chairman, I would like to file^{as}/_{an} exhibit a document headed "Assessment and Taxes on three commercial properties in the main business area related to -- "

MR. ROBISON: Related to D.B.S., Dominion Bureau of Statistics.

MR. GARSIDE: Oh, yes, "-- related to D.B.S. index with 1939 equalling 100%."

THE CHAIRMAN: This is Exhibit 208.

DOCUMENT AS PRODUCED, "ASSESSMENT AND TAXES ON THREE COMMERCIAL PROPERTIES IN THE MAIN BUSINESS AREA", MARKED EXHIBIT 208E TO THESE PROCEEDINGS.

A In respect to the exhibit, Mr. Chairman, I think you should point out that, although the heading talks about three commercial properties, that is the first page of it, the second page is three houses, and the third page is three buildings which are now used as rooming houses, were originally separate houses and having been split up into multiple units, and then the details are attached on the back.

MR. ROBISON: It is amazing to me to see how much lower the land assessment is in the City of Edmonton than in Calgary as to last year.

A Well, we also have extra copies of Exhibit 192 which was originally filed on the basis of only two or three typewritten copies, and they could be distributed.

THE CHAIRMAN: Yes, yes, thank you.

A That is the exhibit that deals with the distribution of assessments if improvements were raised to 100%.

THE CHAIRMAN: This is 192-E, this exhibit was entered before and is No. 192E, Mr. Barnett, and there were not sufficient copies and these are just additional copies.

A Now, with respect to the inquiry by Commissioner Davies just before noon, I might say that there are two of those exhibits ready, I could have brought them over but we had only the typed copies and in view of what has happened a couple of times before we have held them back, and the stencils are being cut, already some of the stencils are cut and the rest will be done and printed this afternoon, but there is still I think one plus another one which I was given this morning to come.

THE CHAIRMAN: Yes, thank you.

MR. ROBISON: I suppose, Mr. Garside, referring to 208, Exhibit 208, that it is safe to assume that were '55 shown, having regard to the re-assessment of the land, that you would see under the "Actual assessment" an increase? That is Exhibit 208, Mr. Garside.

MR. GARSIDE: 208?

MR. ROBISON: Exhibit 208. No, the one that Mr. Moffat has -- that's it.

A Where do you see "1955"?

MR. ROBISON: I don't see it but I simply say were it to be shown, having regard to the re-assessment of the land, you would see an increase?

A Yes, yes.

MR. ROBISON: I understand that the land itself is going up about 30% across the board?

A 30, the average is 32%.

MR. ROBISON: Yes.

MR. GARSIDE: Some districts are not raised.

MR. ROBISON: That is just an average.

MR. GARSIDE: That's right.

DR. HARRIES: Mr. Chairman, I think it is a fact that in the area that we are concerned with, by these exhibits there is very little raise if any, the average is certainly going up but it is the outlying areas, and the effect on the properties given in Exhibit 208 would be very, very small.

MR. DAVIES: Mr. Chairman, before we proceed I would like to ask Mr. Moffat if one of them that is cut is the memorandum dealing with what Commissioner Hodgson said three weeks ago?

A Yes.

MR. DAVIES: That is one of them?

A Yes.

MR. DAVIES: And did Mr. MacDonald, the assessor, find his memorandum relating to taxes of Edmonton to Regina and Saskatoon and Winnipeg and some other points, or will we wipe that one out?

A I hope we can wipe that one out, sir; I certainly hadn't been following it up, I knew there was a discussion about it but I didn't recall a specific request.

MR. BLACKSTOCK: I thought he said he had those figures but he didn't have them with him, but he had them in his office.

A I believe that is correct now when you mention it, I had forgotten all about it.

MR. DAVIES: That would be certainly very useful because that is the only way we have to measure what the taxes are like in different cities and also to answer

MR. DAVIES: (Cont.) the question of "Are these taxes adequate, are they high or are they low?".

A I will see if we can find it, I had forgotten all about it.

MR. ROBISON: Dr. Harries, am I to assume from what you have just said in regard to the relative assessment rates on land that land in the main business area on the whole will not go up but that it will be the residential area that will be substantially increased?

DR. HARRIES: That is my understanding, sir.

A I am not in a position to give a detailed answer on that, I think it is not quite on that basis, it is on outlying areas, in other words some of the outlying industrial areas to the west and to the south are also up. Primarily it is the residential areas but also in the industrial areas away from downtown which have come up.

MR. ROBISON: I would like, in order to interpret this assessment picture, to know what the re-assessment of the land is doing throughout the City as a whole in broad terms. Is it possible to get that information from Mr. Pollock.

A I think we should bring Mr. Pollock across.

MR. DAVIES: Mr. Moffat, there was a statement in the Press --

A Yes, I saw that.

MR. DAVIES: -- in the last four or five days.

A Yes.

MR. DAVIES: That zones it down to three or four zones and gave a maximum and a minimum and an average

MR. DAVIES: (Cont.) on different sections of the
City on what the assessment was up.

A Yes, I saw that.

MR. DAVIES: If we had that statement, I don't know
where it originated from, presumably from the Assessor's
Office.

A I think it originated from Mr. Pollock.

MR. ROBISON: Now, either get that statement then in
the form of a memo which could be filed or have
Mr. Pollock come and tell the Commission, would you,
Mr. Moffat, please?

A Yes, yes.

MR. BLACKSTOCK: On the last page of this Exhibit 208,
Dr. McNally has just pointed out to me that the first
property on 83rd Avenue, the land has gone down from
\$650.00 to \$560.00, the building has gone up from
\$1,460.00 to \$2,350.00. That, of course, could be
understandable on account of alterations in the
building, but the land certainly has gone down. In
the case on 65th Street the land is up; in the case
on 126th Street it has been a thousand dollars
practically all the time.

A Yes.

MR. BLACKSTOCK: So that the first house, 83rd, when the
new land assessment was put in, that only went up
\$10.00, and that was much below its 1934 value.

THE CHAIRMAN: Mr. Moffat does not, probably, you may
not be familiar with what has taken place in that
part of the City; Mr. Garside might be more familiar
with it but doesn't that seem a very remarkable

THE CHAIRMAN: (Cont.) circumstance, that land has not deteriorated in any way, has it?

A Well, Mr. Chairman, I am not in a position to give you anything in detail.

THE CHAIRMAN: No.

A But there is this general situation with respect to that whole 1934 assessment, it was a fairly high land assessment relative to values at that time, it was brought down for various reasons in '35 and then since then the rise has been primarily, as Mr. Harries has pointed out, in the newer areas as they came up, so that it is quite possible that you might have had an area which was rated extremely high in the 1934 assessment, was dropped down in the '35, and then has more or less held its own since. Now, I am not familiar with the details, but I say that kind of thing is quite conceivable.

MR. ROBISON: Have your assessment notices gone out this year yet, Mr. Garside?

MR. GARSIDE: I beg your pardon, sir?

MR. ROBISON: Have your assessment notices gone out?

MR. GARSIDE: I don't think so.

THE CHAIRMAN: Well, Mr. Garside, I don't know whether it should be Mr. Moffat, but, well, Mr. Moffat, I would suggest you have not even touched the fringe, if you will just look at this page at your leisure, not now; but I don't expect you to be able to give us an explanation any more than I can, but the fact that the column next to it, the one which Mr. Blackstock has cited where the assessed value has gone down \$100.00, and the one next to it has more

THE CHAIRMAN: (Cont.) than doubled or has just about doubled, it seems to me a very remarkable circumstance.

MR. DAVIES: Wouldn't the explanation be, Mr. Moffat, that there might be a very mixed sort of development, 10010 - 83rd Avenue, a lot of old houses and maybe nearer the semi-commercial area of 99th Street, and that there is not the demand for that land there to put new houses in it among a whole lot of old houses, would that affect the situation?

A Yes, there are those kinds of factors.

MR. DAVIES: There are a lot of factors.

A I couldn't give you an answer, sir, but there are those kind of factors and I think one of the most important ones is that the 1934 assessment was quite high and had to be brought down.

MR. ROBISON: Well, if you will send the whole thing down to the Court of Revision in Calgary we will try and clear the whole thing up for you.

A After you have cleaned up what you have to deal with down there.

MR. DAVIES: I think Mr. Robison you will most likely be occupied for a very considerable time in Calgary.

MR. ROBISON: Undoubtedly.

THE CHAIRMAN: Now, these pleasantries haven't been concluded, but you will return, Mr. Moffat, to the map and, oh, did you want to ask -- ?

MR. BROWNLEE: I wanted to ask Mr. Moffat a question before he leaves the area he was discussing.

THE CHAIRMAN: Yes, that is what I was doing, I was just directing him back to the same area.

A Yes.

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Exhibits

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THE CHAIRMAN: Oh, have you some further exhibits?

MR. GARSIDE: I was just asking Mr. Moffat if he was still dealing with 98E.

A Yes.

MR. BROWNLEE EXAMINES THE WITNESS:

Q Mr. Moffat, referring again to this proposed easterly boundary --

A In the area of No. 16 Highway?

Q That's right, you said this morning that you would like to see a flexible arrangement under which the City could later go farther east if the industrial development followed along still farther east than would be contained in that proposal?

A Well, first of all I did not want to restrict it to that area only, in other words I want to recommend a flexible arrangement with respect to boundaries on all sides, of which that is one area where it is most likely to come into effect, something along the line of the thing that has been talked about in the Hamilton situation; and, secondly, I would like to make it not that the City would be allowed to come out but that the City would be required to come out to take responsibility for it. It might be that the City would want to do it, it might be that the City might not want to do it, but in either case if it is developing as an urban area it should come out.

Q And do I take it that that is more or less a personal recommendation made by you or is that part of the

Q (Cont.) City's recommendation?

A That is part of the City's recommendation, included in Exhibit 160 and also in the Resolution approved by Council, which is I think Exhibit 167.

Q Now, conceivably then, I am restricting myself for the moment to the part I have indicated --

A Yes.

Q Conceivably if industrial expansion continued to the east and north you would feel that the City should expand its boundaries still further to encompass that industry?

A If it is an industry which is really tied in with the City urban area, yes.

Q Well now, is the Cement Plant really tied in with the urban development?

A I don't know, I am not familiar with what is planned there, but I would imagine that they will be tied in in the sense that they will be using employees from downtown, that they will be depending on the downtown services for their general entertainment, and so on, of their employees, they will probably be tied in with the City Telephone System. Now, they will probably not be tied in with it with respect to sewer and water, and that brings us into the question which we discussed yesterday as to whether something special should be done for very particular types of plant that are dealing in a different way. I would not like to see the differential on those kind of things made on an area basis, as I pointed out yesterday, it is not all the plants in a certain area where that

A (Cont.) problem arises, it is all the plants of a certain type, it might be in that area, it might be in a different area, that is just something that you would need to be taken into account.

Q Well now, I don't quite understand what you mean when you say that the Cement Plant won't be tied in from the standpoint of water?

A I say I am not familiar with whether or not they intend to, it might be, it might not be, I don't know.

Q Well, assuming that it is going to be tied in for water?

A It will be tied in for water, it will be tied in in the sense that its employees will be living primarily downtown; then I think definitely it should be part of the urban area.

Q Well now, suppose they are not living primarily downtown, suppose that a development such as Campbellton can service that area residentially, do you still feel that the City should --

A Well, I would as soon you discuss that in terms of --

Q Pardon me, I will complete my question, do you still feel the city should still extend its boundaries to contain that industry?

A Well, I was going to elaborate my position with respect to that by using the Campbellton site as an illustration of the kind of problem. I think the answer is that if it is a separate unit, residentially and industrially, in theory it should be left separate; but if you have an industrial area and a residential area along side of it but both of them are tied more

A (Cont.) with the City than they are with each other then they still should be tied in with the City.

Q Getting back to the Cement Plant, suppose that it develops workers' housing in that area, do you think then that it should be brought within the City rather than left in a rural municipality?

A Well, if you are talking in terms of developing six or eight or ten houses, just for its own employees, but not really setting up full facilities of shopping and all the rest of it, then I think it should be tied in.

Q I am talking about development of sufficient residential accommodation to house all of the employees and staff of that plant?

A Well, you are thinking of the kind of thing that the Canada Cement has done fairly generally, where they put up a plant and put up a few houses along side of it for the employees, that sort of a situation normally is not really a self-contained community because they are still using the basic facilities of an urban centre.

Q Yes, but it is still in a rural community, though, and if the housing is out there are you still saying that because of other uses which they may make of the urban core, that the urban core should own the industry?

A No, I am not saying that the urban core should own the industry.

Q At least the industrial assessment?

A No, I am not saying "own", I don't think, I think we

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A (Cont.) are making a mistake when we start talking about who owns an assessment, I think we should talk in terms of who should be responsible for looking after it and who should get the revenue from it, it is not "own".

Q Well, that's what I mean, that's what I mean.

A Yes.

Q But I just want a specific answer, we will say on the Cement Plant; let us suppose for the purpose of my question that they develop a residential accommodation for all of their employees adjacent to the plant --

A Well --

Q Now, do you then feel that that industry should be brought within the City and assessed and taxed by the City?

A I think so, if it is so close in that it is really still part of one community; if it was, say, five or six miles out, then you get a different situation, but if it is so close in it is really all part of the one industrial complex then I think it should be all treated as one.

Q Where do you draw the line, because as I see it it must be five or six miles out from the present boundaries; do you feel that that is so close in that it is tied in with the City?

A Yes.

Q And how far would you extend that principle?

A Well, I don't know an honest answer, how far you go; all I would say is that I think that an area here

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A (Cont.) (illustrating) which is within easy commuting distance of the Clover Bar bridge and into the City and where the people are in fact travelling back and forth all the time then it is on the inside: now, how far out you would have to go before you would meet the line, I don't think you can draw a firm line, you have to take the circumstances of the case.

Q Then what you are saying, what you are doing as I see it if there is residential development out there, your justification for the City having the assessment from that plant is based on the fact that they may go back and forth between the City and the Plant for certain purposes then other than actual residence, for entertainment, and so on and so forth, shopping -- ?

A Well, entertainment, shopping, road -- who is going to provide the road -- I am not at all clear that the City would like to have it because under the circumstances you are talking of it might very well be that the financial advantage would be for the City to say "No", and "We don't want it", and I don't think you can approach it in terms of who is going to get the assessment or who is going to pay the costs. It is how are you going to integrate the thing in and develop it as one area, or are you going to have it set out and developed as an isolated area. If it is going to stay isolated then I say "Okay, leave it as a separate area.", but if it is pretty clear that it is part of an industrial complex that is all building in together, then I don't think you can lay

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A (Cont.) down the exact criteria of when it should be one way and when it should be the other.

Q Are you saying in effect that if an industrial area continues to develop and goes farther away from the City and is served residentially from a residential development in the rural area, that the rural area still is not justified or entitled to have that industrial assessment?

A I don't think it is a question of being entitled, I don't think the, that you will get the best services that way, and I don't think the rural area would want it in terms of dollars and cents if the thing you are talking about happens; I don't think the approach is in terms of dollars and cents, whether they are entitled to it or not, I think it is in terms of which is the best way to build up your community because if you have industry and if you have housing and if you have all the services you have a balance of revenue and expenditures, and there is no dollars and cents one way or the other, then your problem is purely which is the best way to build up the community and if that is the kind of thing you are having, then I think it is better to build it up under one general authority.

Q Well, why should it depend to any extent on whether or not they rely on the urban core for such things as entertainment and shopping?

A Because that is an indication of whether it is tied in together, whether the road between is used primarily for local traffic, whether it is a common social

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A (Cont.) group or whether it is a separate group and a true satellite town.

Q Well, what about a farmer who lives two or three or four or more miles from the City, he is travelling to the City and admittedly he is using the entertainment facilities and the shopping facilities?

A Yes, I know, I said and I am quite prepared to admit that there is no clean-cut line; all you have to do is take the overwhelming balance of the thing, if it is clearly and overwhelmingly agricultural, or if it is clearly and strongly demonstrated that it is going to stay as a separate unit, then leave it as a separate unit: but if it is clearly and overwhelmingly, if there is clear and overwhelming evidence that it is part of the urban core, then put it in. Now, you are bound to have marginal cases, and this is not the only example, no matter what you do in social organization you have always got margins some place to deal with and you cannot really be precise on the thing.

Q Aren't you saying basically when you get right down to meat of the question that an industrial development must be regarded as urban and belonging to the city and must not be regarded as a rural development?

A No, I wouldn't go that far. I would say what you say is correct if it is pretty close to a fair sized urban centre. Now, if you, take the case of Fort Saskatchewan which is far enough out to be a separate community and pretty well self-contained within itself. There is a certain amount of traffic

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A (Cont.) back and forth, sure. In that case the roads in which that community is interested are not primarily the ones between it and the downtown, they have got to deal with the whole area surrounding themselves, the schools have to be handled on a bigger unit, and in that kind of a case there is a stronger case for keeping the wider area. Now, I think in theory there is maybe a good case for taking the same approach here but I don't think the agricultural areas would be very happy to be all put in together, and you have to draw a line some place, that's all, and if you push the theory far enough, why, the whole Province should be in one, but it won't work that way; neither will it work the other way, and you have to draw something in between.

DR. HARRIES EXAMINES THE WITNESS:

Q Mr. Chairman, if I might ask a question, we have been discussing the Cement Plant. I wonder if Mr. Moffat would care to comment on the Brick Plant and give us the difference between --

A Yes.

Q -- the difference between the Cement Plant which is going to come in and the Brick Plant which is going to stay out?

A Yes, yes, well, yes, the answer in my mind, and this one is one that has given me quite a bit of concern, but the answer in my mind is that the way things are there is not much possibility of the City really building out to the Brick Plant in that direction.

A (Cont.) Now, if anybody thinks that the City is likely to build out here (illustrating) so that it will come out to the Brick Plant, sure, it should be in; but I think there is a very good possibility that this whole area (illustrating) will develop and be all in together. Now, if Mr. Hayes was right in some of his questions and suggestions that there is a good chance of growing in this area (illustrating) why, then, by all means the Brick Plant should be in; but I don't think the City is growing in that direction and I don't think it is likely to get out to the Brick Plant.

Q Well, Mr. Moffat, the employees of the Brick Plant live in the City of Edmonton, they use the urban core that we have discussed so much, and entertainment, I don't know whether they go to Edmonton or St. Albert, there is quite a traffic on that road --

(Laughter)

Q But I am just wondering what the essential difference is, if it is not going to build out to the Cement Plant I cannot quite see how it is going to, if you are going to bring the Cement Plant in, surely it cannot be because you expect the City to extend out to the Cement Plant?

A In this direction, you mean? (Illustrating)

Q No. The only Cement Plant, the Inland Cement?

A The one over here? (Illustrating)

Q Yes, if it is going to extend out to the Cement Plant I am wondering whether you would give us some observations concluding that it won't extend out to the Brick Plant

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Q (Cont.) because the two things seem to be exactly parallel?

MR. ROBISON: This is going to be awfully confusing on the record, aren't we talking about two Cement Plants, one on each side of the City?

A Yes, yes, yes we are --

Q DR. HARRIES: There is only one Cement Plant in the area and that is the Inland Cement on the west side of the City, the other is not an integrated Cement Plant, it is simply a grinding mill. It was that one that we were talking about, wasn't it?

MR. ROBISON: What are we talking about, on the east side, just so that we will know when we read this thing?

A It was the other one.

DR. HARRIES: The whole discussion this afternoon has been in connection with the Cement Plant on the west side of the City.

A I didn't think so, I didn't think so --

MR. ROBISON: You were just talking about the one on the east side, weren't you?

A No, I wasn't, I wasn't, I was talking about the one on the west.

MR. BROWNLEE: I was talking about the one on the east side and I apparently should have called it a "grinding plant".

A The whole discussion as far as I was concerned started in terms of adjacent to Highway 16.

MR. ROBISON: Well, then you get over into the Brick Plant and then Dr. Harries started talking about a cement plant and you were still on the east side?

A Yes, yes --

MR. ROBISON: Are you on the west side?

DR. HARRIES: I am awfully sorry, sir, I am talking about Inland Cement on the west side, and, as a matter of fact, I just now discovered that the questions that Mr. Brownlee was asking were about the one on the east side, I thought he was talking about the one on the west.

MR. ROBISON: I wonder if we had better start all over again.

MR. BLACKSTOCK: You tell us where this one is on the east?

A The one on the east is --

MR. BLACKSTOCK: What section is it?

A **NUMBER OF VOICES:** 16, 16, 16.

A 16, on the North East quarter of 16.

MR. ROBISON: That is David Hutton's property?

A Yes, I believe that's right.

MR. ROBISON: Now, that is the Inland?

A No, that is Canada Cement, a grinding plant only.

MR. ROBISON: Canada Cement?

A They bring the clinker in and grind it there only, and the Inland one is the one over on the other side.

DR. HARRIES: I think the only confusion on the record is my last question which related to Inland Cement Company; now, I will withdraw that question in the interests of having the record clear.

MR. ROBISON: Thank you.

A I think though that we should carry on this much farther with it, that changing this discussion from this Canada Cement over on the east side, discussing

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- Robison Ex.

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A (Cont.) the Inland Cement Plant on the west side --

MR. ROBISON: Well, you were going to explain that further this morning and you didn't do it.

A Yes, now, I was wondering whether I should do it now or whether I should wait until we get to the end because this is one of the questions that needs some explanation, of what is to be done, of what is to be done or --

MR. ROBISON: If you would explain it now maybe then we wouldn't get into any more mix-ups over "concrete" and "cement" and so on.

A This boundary proposal was prepared here before the Inland Cement Plant was firmly located.

MR. ROBISON EXAMINES THE WITNESS:

Q That is the north west?

A The one on the north west corner, and it has now indicated its intention of coming in just north of the railway line, and apparently has bought this quarter section to the west, which would be the North West corner of 15.

Q The North West of 15, just north of the railway?

A Just north of the railway. The proposal was put in on the basis that the boundaries, I just read the exhibit, which is Exhibit 160:

"The boundaries in accordance with these descriptions -- "

That is the ones on this map --

"-- would be satisfactory to the City but the City wishes to make it clear it would also be satisfied with boundaries which would require

A (Cont.) "the City to accept responsibility for some additional parcels lying outside the above limits."

And then skipping a sentence, it goes on further:

"The City wishes also to recommend that a definite policy should be established whereby new areas adjacent to the City will be brought within the enlarged boundaries as soon as it becomes clear that the trend of development has reached the point at which the area concerned is becoming predominantly urban in character."

Now, the location of that Inland Cement Plant to my mind changes the trend of development here, and this is the first indication of a fair sized industrial development up in this area, and it may indicate that the City is starting to move this way, and if it does then this is just as much involved as the brick plant, so that it strikes me that if we accept this as evidence that the City is starting to grow in this direction we should follow the thing to a conclusion and take it out to include the brick plant as well.

Q Give me the section number of the brick plant, would you, please?

A It is the North East corner of 21.

Q The North East of 21?

A Now, at this stage I am not clear in my own mind what my opinion would be as to whether this indicates a development starting to go in this direction or whether this is an isolated plant that came in here for a very special reason. If we are convinced that it is starting

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A (Cont.) to grow in that way, then certainly it ought to go out and take the brick plant.

Q Well, what about the argument that we have heard about Stony Plain, about an industrial area, is this in that industrial area?

A That is the area they were talking about.

Q They wanted it to be all "industrial" out there?

A Yes, they want it "industrial", it is not the same thing as saying it is the natural way for the City to grow.

Q No, but they are anxious to have that development take place?

A Oh, they are anxious to, yes. Now, it seems to me that the discussion we have had about the Hamilton situation in which they were supposed to have annexed property just when it was ready to be started to develop, if we are going to follow that pattern, then that means the pattern ought to be to move into, to move the boundaries out to take in this area as soon as development starts to come in here, and if that is so, and we go out that far, we probably should go right on out and take in the brick plant too, and this other small industry across the road from it; but if we are convinced that that is not the way the thing is developing, then it should be, it should not be that way.

MR. DAVIES: How does that conflict with what Mr. Dant, I think it was, and some others said, that he projected the development of the City in an egg-shape along the river and that the limit of the sewer

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MR. DAVIES: (Cont.) and water systems, particularly the sewer, on an economic basis was about five miles?

A That was Mr. Ripley that gave the five mile figure.

Q MR. ROBISON: There is Mr. Dant's diagram on the board yet, right up in the right hand corner.

MR. DAVIES EXAMINES THE WITNESS:

Q Mr. Dant projected the eggshape?

A Oh, yes.

Q And those of us who are familiar with the development of cities along rivers know very well that there are some cities that extend for eighteen or twenty miles along the river, and the tendency is where there is a good sized river for the city ^{to develop} outward from the river in that shape.

A Well, that is why I am inclined to think, sir, that this is an isolated thing, this Cement Plant here, it was brought in here for special consideration, and that it does not establish a direction of growth of the City. It was brought in, as I understand it, partly for a transportation system and partly for an availability of raw materials.

MR. BLACKSTOCK: Yes, raw materials.

A Availability of raw materials.

MR. BLACKSTOCK: The raw material is right there.

A You see, to go over to this side of the City, which in a lot of ways is a more logical area, would have involved them in drawing both their crushed rock and their clay through the yards and through the switching and down onto this side, and apparently that was one of the important considerations in

A (Cont.) deciding to work off a spur west of the yards, and for that reason, and the fact that this is a difficult area for servicing and so on, I am inclined to think that this is probably an isolated development rather than an established pattern, but somebody is going to have to make up their judgment on that particular point. The principle I want to suggest is that if you are convinced it is growing that way then do the job right and take in these other two as well, sure.

Q MR. DAVIES: Well, we wouldn't want to do anything like that, Mr. Moffat, unless the City Engineers told us that that was, would give us some assurances that that was a proper thing to do.

A Yes, well, I think we should ask Mr. Menzies.

Q What costs are involved?

A I think we should ask Mr. Menzies that but I think in general terms the answer will be yes, it can be served but it will be more expensive to serve that area than it would to serve areas down here.

(Illustrating)

Q The further you go that way you are going entirely contrary in distance now to what the big bulk of the evidence is.

A That's right.

Q In here and in Calgary.

A That's right.

Q As to the development along the river and as to the increase in the per capita cost of government.

A That's right.

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Q With extensions outward of that kind.

A And those are the things, as I said before, that make me think that this cement thing is a special and not part of the growth, whereas this down over on the east side is part of the general growth.

MR. BROWNLEE EXAMINES THE WITNESS:

Q Well, doesn't the question arise there with regard to the Inland Cement Plant that Edmonton is supplying the residences for the workers of that plant?

A Yes.

Q And your dormitory complaint comes to the fore, you are running into the educational costs which are not being met simply because you are not taking the tax from the employer, that particular industry?

A Yes, that's right, that's right.

Q Now, to the extent that your argument before this Commission has been based on your desire to obtain the taxes from the employer of your residents, what is the difference between the Inland Cement Plant and some of these out in Strathcona and the Brick Plant?

A Well, no, on that argument there is no difference. The thing is, though, that there are several considerations of which that is one, and a very important one, but that one alone may not be enough to outweigh the other considerations which are in the other direction, and when you have that one combined with a general direction of growth and development of the City, and four or five considerations, then you have got a different situation, whereas on

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A (Cont.) this side you have the one consideration only that points in that direction; but I agree with you that that argument in terms of taxes should be paid to the central core is just as good with respect to the brick plant as it is with respect to Canadian Chemicals, but it is not as big, that's right.

MR. HAYES EXAMINES THE WITNESS:

Q How far out is this Calgary Power Plant?

A Oh, it is quite far out, twelve or fifteen miles.

MR. BLACKSTOCK: Fifty miles.

A Fifty miles, that far?

Q MR. HAYES: You can't go out that far?

A No, I can't go out that far.

MR. ROBISON: Well, they have done it in the United States in certain types of ribbon development, they have gone out miles and miles and miles on each side of a road.

Q MR. HAYES: Is St. Albert there considered in the metropolitan area of Edmonton?

A For a lot of purposes, yes.

Q For what?

MR. ROBISON: Mixed drinking, isn't it?

(Laughter)

Q MR. HAYES: Would it be considered to the same extent as Fort Saskatchewan?

A Well, I would suggest to you this, that Fort Saskatchewan is far enough out to be pretty well self-contained as soon as it can get its facilities developed; St. Albert is not far enough out for that and, therefore, is much more to be considered

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A (Cont.) as part of the urban problem; but we are back into this development thing, and I don't think anybody conceives the city developing out in that direction for reasons which we have been over many times, but if a town was located over here (illustrating) that same distance from the City I think the trend would be pretty clear that that is the way the City was growing and it probably should be all put in together.

Q Of course, you are looking at it from the restricted City view, in the Edmonton metropolitan area decidedly St. Albert is in it.

A Yes, I think from many points of view it is.

Q I would say to a greater extent than Fort Saskatchewan which is further out.

A Yes.

Q Now, they have asked us to consider their problems but up until the moment St. Albert has not said anything.

MR. DAVIES: Of course, Mr. Hayes, St. Albert has not got any industries, in the sense that Fort Saskatchewan has; they have no commercial or industrial development and in all probability none very much indicated because they are on a spur line only between Edmonton and Athabasca, there is that additional factor, it is on the one railway line and it is just a spur line at that, and they haven't any of these, of this industrial development and the problem, therefore, of Fort Saskatchewan of having a lot of people to house, workers from industries just outside the town, that does not arise there.

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Q MR. HAYES: Yes. I imagine they could put forth claims for entertainment far in excess of anybody in the city.

(Laughter)

A Probably, yes.

Q However, as I see it, the development out along that highway, Edmonton won't be too far away; in other words, the development is there, and I think you indicated, Mr. Moffat, that you cannot stop it, these trends, your planners can say "We are going to plan it out in a certain way.", but if people themselves decide they are going some other way they are going and you can't do much about it.

A Yes, that's true, but I don't think there is much indication of any significant number of people wanting to go out here beyond the Northern Alberta Railway yards, the Northern Alberta Railway yards and development. Now, there is highway development adjacent to the highway, tourist camps and that sort of thing.

Q Now, Mr. Reid when he was here the other day, he said that this year, 1955, there would be a decided development up in the northern part of the City.

A That is in this area just west of 97th Street and immediately north of the tracks.

Q Yes. Now, prior to him being on the stand there was no indication that anybody was desirous of living there at all.

A I think he made it clear, though, that nobody was sure whether people would go into that area, I think he made it clear that it was an experimental project both

A (Cont.) from the point of view of the City and the contractors and the mortgage companies just to see whether they could attract people to go into the area, and Mr. Menzies can give you more detail on that, but I understand he has still fairly serious doubts about whether that project will open, will pan out to be a good one.

Q You say he had serious doubts, he didn't seem to indicate that in his evidence.

A No, I say Mr. Menzies when he comes will.

Q Oh, Mr. Menzies. So if it came about that people wanted to develop out towards St. Albert there is nothing much anybody can do about it?

A No, except that if that happens that disproves the judgment which I am expressing to you as to the direction of development, and if it becomes clear that it develops in that direction then the boundary should go out, and that I think has to be the basic proposition.

Q You don't think that St. Albert would feel that they should come down in place of you going out?

A Maybe the whole thing should go together if it really is growing in that direction, yes.

MR. BLACKSTOCK: There are no subdivisions between the City limits and St. Albert?

A No, except the old river lot surveys.

MR. BLACKSTOCK: Yes, and that is strictly ribbon development.

A Well, yes, and in some of those river lot surveys, they are purely agricultural, being used for that; the newer development is pretty ^{well} / motels and service stations --

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Q MR. HAYES: Along the highway?

A Along the highway, and the car lot sales.

MR. ROBISON EXAMINES THE WITNESS:

Q How much traffic compared to the highway on the south does this St. Albert Road have, does it get 20% as much traffic?

A I couldn't answer that, I don't know.

Q Well, that is important because it shows to some extent what your trend is and where people are going and likewise north east, Fort Saskatchewan, it would show the same thing.

A I don't know, I haven't any information.

MR. DAVIES: Mr. Robison, it is at present the Peace River highway, the only highway to the Peace River country and it is the highway to Westlock and Barrhead and straight north to Athabasca; but the Valleyview cut-off is supposed to be completed, I think it is 1955, and then the Peace River Highway will go west of Edmonton to the Carvel Corner and the general opinion north of Edmonton is that when the Peace River cut-off is completed that as far as highway development north of Edmonton is concerned it is going to have quite a severe set-back; and there would not be any where near 20% of the traffic even at that on the St. Albert Trail north of Edmonton compared to the Calgary Highway.

Q MR. ROBISON: No, no, but another thing, on the north east, north west there, is there any number of bulk of people working up in that area apart from the Brick Plant and the proposed cement plant, the

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Q (Cont.) Inland Cement, any number of people working out in that area and commuting to the City?

A Well, there is just this one other very small plant just north of the brick yard.

Q Apart from that?

A Practically none.

Q I flew over the area yesterday and I looked at it as closely as I could and I gathered that it is largely agricultural.

A Yes, I would say that with the exception of those that we have mentioned that it is entirely agricultural. Now, there is a little bit of development right close to the City on the north side of 118th Avenue but it is primarily chicken farm type of thing, small holdings, people working in the City but with a good sized garden and a few chickens, and that kind of thing.

Q Mr. Davies, would that be comparable to the Forest Lawn Highway in Calgary on the east side, say this St. Albert --

MR. DAVIES: You mean between Edmonton and St. Albert?

MR. ROBISON: Yes?

MR. DAVIES: Oh, no, there have been a considerable number of very fine homes go up between here and St. Albert, but once you get beyond the used car mart and the livestock buying stations, oh, there must be a dozen, at least a dozen very nice homes go up on the south side of the highway, the south west side of the highway. That is in plots, small blocks, maybe an acre, three acres, whatever it is, suburban

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MR. DAVIES: (Cont.) living.

MR. ROBISON: Yes.

MR. GARSIDE: Mr. Moffat, you were going to deal, I think, with the Wye Road area, were you not?

A Yes, that was the general plan.

MR. BLACKSTOCK EXAMINES THE WITNESS:

Q Before we leave that, Mr. Moffat, I don't like to see Mr. Keith's farm cut in two, why can't you go along Highway 16? I know you say there is, I know what you say about development on the highway, but why don't you make your jog at the north east corner of Mr. Keith's farm and go west along the highway and then south?

A There would be no particular objection to it, no; the only thing is if there is any likelihood of development on that south side of the highway at that particular point: and I think, I am not wanting to say anything about Mr. Keith, but I think it is bad public policy to make arrangements for a particular individual because that individual will sell the property or change it or his son will be taking it over, but I think you can't do it in terms of the particular person who happens to own the property.

Q No, I am not speaking of it because it is Mr. Keith but I can see a complete farm split in two and one quarter section in the City and one quarter section in the Municipality.

A Yes.

Q I don't care if the name were an ordinary one like "Smith" but --

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A I see, I didn't mean in terms of Mr. Keith either as an individual but I mean because these two particular quarters are part of one farm now, it may very well be that two years from now it won't be part of one farm, and he might very well buy a quarter across the road from him, and you won't solve that problem of splitting farms simply by avoiding splitting existing farms because quarter sections change hands fairly quickly.

Q All right, now you can go to the Wye Road.

DR. HARRIES EXAMINES THE WITNESS:

Q I have one more question, if I might ask, in connection with the industrial area. It is this, Mr. Moffat, that if you were told that there was an industry going to locate in the North West quarter of Section 24, and that that industry was going to employ people who now live in the City; would you wish to, would you then alter your map to extend the boundaries to include the North West quarter of Section 24?

A Well, I think I would want to know the same kind of considerations I mentioned in respect to the Inland Cement Plant, but if I was convinced that that represented a good location and the kind of location that fitted in with natural development, and was an indication that they thought growth was coming out there and everybody in the community accepted it that that was a sensible location, then I think the answer is "yes" the boundaries should go around.

Q Well, if we are going to take a public opinion poll as to where the boundaries are you probably won't have them out as far as they are now, but I am suggesting to you that this is an industry which is petro-chemical in nature, will employ people in much the same way as the Imperial Oil Refinery employs them today?

A Then my answer is "yes", the boundary should go out.

Q And you would suggest that as soon as the location was announced that the boundaries should be put further east by two miles immediately?

A Yes, which I think is right in line with the kind of thing that Hamilton has apparently been doing, taking in the areas when it is ready for development, as I understand it.

Q May I ask one more question, sir? If you were given that same information in connection with an area, not two miles distant but four miles distant, would you still apply the same, would you still go out the four miles to take in the industry?

THE CHAIRMAN: That would be a creeping boundary, not a galloping one.

(Laughter)

Q DR. HARRIES: I think you are right, sir.

A Well, that is the same kind of question, it depends on whether or not I was convinced that it was going to be filling up and all tied in as a whole.

Q Are you, as a practical matter, convinced that that area, the trend of development is that way?

A Yes.

Q Well, if that is the case, then this plant is four

Q (Cont.) miles from your existing boundary, would you extend the boundary immediately?

A I think the answer should be "yes", if you are convinced that that is the way the thing was developing.

Q I see, I was just wondering in your opinion?

A Yes, yes.

Q Thank you.

A But I would say this, that at the moment as far as I am concerned I think this is about the limit we should expect immediate development; now, I may be wrong in that, I don't know.

Q That is only because you have not any information about the plant going out further than Canada Cement?

A Yes.

Q Yes.

A No, no, not Canada Cement, because I made that boundary before I knew about Canada Cement.

MR. ROBISON: But if plants were to go out there next year you think the City should annex?

A Yes.

MR. ROBISON: And two years from now?

A I think we should fit right in with the arrangement that is suggested by having a regular review and taking those areas in, yes.

THE CHAIRMAN: I am afraid the Wye Road will have to wait until after the recess. We will recess until 3:10.

(At this point the Commission adjourned
until 3:10 and reconvened)

THE CHAIRMAN: Mr. Moffat, before you begin will you give me a preview of the number of chapters remaining?

MR. MOFFAT: I couldn't give you it in numbers, but I can give you approximately the subject matters.

There will be, either part of this present chapter or following right after it, the question of the make up of the council which should be responsible for the enlarged area; and then the financial question of the pro forma budget of the enlarged area; then there will be the question of the nature of provincial grants in respect to the area; and the question of the probable financial position of Strathcona, the part of it which would still remain on its own; and the question of the urgency of getting something done and an approximation as to how it might be implemented, a little bit on that subject. At the moment those are the things I can think of; I may have overlooked one or two just giving it out of my head.

THE CHAIRMAN: In other words, that's all you have been able to think of up to now?

MR. MOFFAT: No, no; what I am doing actually, sir, is following the headings which are in the summary which we had discussed the other day.

MR. ROBISON: Do you propose to bring the Finance Commissioner of the City of Edmonton over when you bring your financial proposals up?

MR. MOFFAT: We could if you wished -- oh, one that comes to my mind which I omitted was the utility question, the proposal of the City with respect to what should be done with regard to taking over utilities and how that matter

MR. MOFFAT: (Cont.) should be handled.

THE CHAIRMAN: You are going to deal with that rather than
Mr. Menzies?

MR. MOFFAT: Well, we could both deal with it. I was
proposing to put in simply what the proposal is, and
then Mr. Menzies could be asked to elaborate and comment
on it. We had not in mind to ask Commissioner Tweddle
to come, but if you wish it we would be quite prepared
--.

MR. BLACKSTOCK: Supposing there are questions on cross-
examination, Mr. Moffat, that you can't answer.

MR. MOFFAT: Yes, well, if so then perhaps we should have
Commissioner Tweddle here.

MR. ROBISON: I think he should be here when the financial
matters are before the Commission, myself.

MR. BLACKSTOCK: I think he should be the witness. He is
the man who knows; he is the man who can answer questions
on cross-examination.

MR. MOFFAT: I think there --.

MR. BLACKSTOCK: You know, Mr. Moffat, there is an awfully
good rule of evidence that the best evidence should be
made available, and we have had nothing here but hearsay,
and sometimes more than hearsay: it has sifted down
through different persons and then somebody gives it in
evidence. At any rate I think Mr. Tweddle should be
here when you are giving evidence on finance --.

MR. MOFFAT: Well, that could be arranged very well.
Now, he has not done the actual work in preparing a
projected pro forma budget, and he is not in a position

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MR. MOFFAT: (Cont.) to deal with that; but he is, of course, fully familiar and quite prepared to deal with anything as to what the city is doing and has done and has in mind to do with respect to its own financial affairs; that is certainly a question with which he is quite prepared to deal at whatever length you wish; but he has not done the detailed preparation of what would be involved in extending the services into the enlarged area and what is likely to happen to the costs from that point of view. I have coordinated that on the basis of information from the different department heads, dealing with the department heads directly rather than through Commissioner Tweddle.

THE CHAIRMAN: Mr. Brownlee, in the light of these remarks that you have listened to, and your ability to determine how long it is likely to take, which is as good if not better than mine, I would like to ask you how much time you would want to prepare your summation after the City has completed its case.

MR. BROWNLEE: Well, sir, I would like to suggest that to do a proper job, having all of the evidence to refer to, and being rather pessimistic as to the amount you can do in a given length of time, I feel that we should take as much as two or three weeks. Now, that's a fairly lengthy time and I have no idea as to what the reaction of the Commission would be.

THE CHAIRMAN: Without discussing it with the Commission, I know what the reaction would be. There are other commitments which mean that we must preserve as much of the week of the 14th as possible for our own purposes.

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MR. BROWNLEE: I might just add this, sir: that that is the reason I had rather thrown out the suggestion that we hoped to consider it as a written argument. I am not concerned with attempting to stand up and read it to the Commission; my main concern was to put it in as purely a written argument; and in considering the matter I certainly come to the conclusion that to take all the volumes of the evidence and all of the briefs and to work out a proper summary of the position we take would be a long job. Now, it is a job which might have been started before had I realized that the Commission would be interested in more than the pure presentation of written briefs supplemented by verbal evidence.

THE CHAIRMAN: Well, it's just possible the Commission didn't realize this either in its entirety, or as we realize it now; but you will bear in mind -- or, you will remember that when the Commission invited you and Mr. Moffat to come in to discuss in a general way what we were heading into, the Commission made that quite clear, made it very clear that it wanted you to have the opportunity to do the sort of thing which Mr. Moffat has been planning on; but I am afraid you are planning on something too elaborate, with too much argument and too little summary, and so wearing yourself out and not helping the Commission too much. Now, I say that with respect because I know that there are certain rules in the preparation of an argument with you as a good legal man would want to observe, but we are concerned more with a summary than with an argument.

MR. BROWNLEE: Quite, sir; well, of course, my thinking on the form that it would take is based to some extent on the form that my friend Mr. Moffat is taking, for he is dealing with the actual exhibits and the actual evidence, cross referencing, indicating certain parts of the evidence which support certain contentions; in other words, to do it in a short period of time, I submit, would simply mean setting out our views in a very short form and not supporting them by a definite reference to the evidence which has been put before the Commission.

MR. ROBISON: Well, I'm going to make this suggestion, now, and see whether this helps: that when Mr. Moffat has his brief ready, that it be forwarded to the members of the Commission only, and that when you have yours completed -- if it takes two or three weeks and you feel you want that, nobody can deny you that-- that you forward yours to the Commission and at that time Mr. Moffat's, a copy of Mr. Moffat's will be forwarded to you and a copy of yours will be forwarded to him, and the Commission will have the advantage of Mr. Moffat's, and will have yours when the time comes, and then you can spend all the time you like. You see, it's not going to be subject to rebuttal or cross-examination or anything else; and we would have the advantage of having Mr. Moffat's in our possession for two or three weeks and then we would get yours. Now, wouldn't that answer the situation?

MR. BROWNLEE: It would certainly answer as far as I am concerned, sir.

THE CHAIRMAN: Mr. Blackstock, I'm afraid I started to talk about something that I wasn't competent to finish. I

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THE CHAIRMAN: (Cont.) would be glad if you would carry on from where you left off the other day, disregarding all I have said.

MR. BLACKSTOCK: Well, I think one question arises, and that is whether Mr. Moffat, for instance, wishes to read his summary to the Commission.

MR. MOFFAT: Well, the answer is, quite definitely, is that I have no opinion, either yes or no, as the Commission may wish --.

MR. BLACKSTOCK: Would you be perfectly satisfied merely to file your submission with the Commission without actually reading it?

MR. MOFFAT: Well, now, if I might answer that one personally, the answer is yes, but I would like to consult with the city officials whether they would be satisfied to have the final thing done that way, but personally I would be quite satisfied, yes.

MR. BLACKSTOCK: Well, the position is this: both Commissioner Robison and myself have commitments, made before there was any thought of the Commission, and he will have to be away for possibly three weeks beginning on the 14th, and I must be away for two weeks beginning on the 21st. Now, if these briefs are to be read then, of course, it means an adjournment for three weeks when the evidence is all finished.

MR. GARSIDE: Oh, I think, Mr. Chairman, that we will dispense with reading the brief. After all, the actual material is there in the written document, and it is there for you to consult as often as you want, and I don't think there is any necessity for reading it myself.

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MR. BLACKSTOCK: There is always the fear, Mr. Garside, that the judge doesn't always read your written argument.

MR. GARSIDE: Oh, I presume that if you are going to dispense with the reading, that you would do.

THE CHAIRMAN: Well, you can take that as an undertaking now.

MR. BLACKSTOCK: I am inclined to agree with Mr. Robison: that we will finish the evidence -- and we should be able to do that by the end of next week -- and then these briefs can be filed; only, I think we will have to put a time limit on Mr. Brownlee, but take him at his own valuation and say three weeks -- and before that if you can.

THE CHAIRMAN: Mr. Brownlee, wouldn't you reduce that to two?

MR. BROWNLEE: Well, sir, I will do it as quickly as I can because certainly I want to move on to other fields of endeavor; but being in the position that we haven't got all of the City's evidence, we are just getting it now, I do anticipate sir that we've got to start when we have got all the evidence, and ⁱⁿ my limited experience a job of this kind can take much longer than one would anticipate.

THE CHAIRMAN: I don't mean two weeks from today; I meant two weeks from the day when the public hearings are complete.

MR. BROWNLEE: Yes, that's what I had in mind, sir.

MR. DAVIES: I must say, Mr. Chairman, I find myself very sympathetic to Mr. Brownlee, and personally if I were in

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MR. DAVIES: (Cont.) his position I wouldn't want the job of doing what he is intending to do in three weeks.

MR. BROWNLEE: Well, I don't want it either, sir, but --.

MR. ROBISON: How about the first week in April?

How about that, Mr. Brownlee, just for the sake of argument. The 4th of April is a Monday. Supposing, just for the sake of argument, we set that as a target date; would that be reasonable from your point of view?

MR. BROWNLEE: Yes, that would, sir.

THE CHAIRMAN: Well, Mr. Hayes, we haven't heard from you as to your views.

MR. HAYES: Oh, I would like to get a crop in this spring. Other than that I will just carry on.

MR. MOFFAT: I take it, then, that if a date is set, the position of the City would be that they could put theirs in immediately or hold to the same date. Now, I think my own inclination would be to put it in immediately.

MR. ROBISON: Oh, I think you ought to if it's completed, and give the Commission the opportunity of reading it.

THE CHAIRMAN: Mr. Moffat, what will those of us who have no commitments do during all that time?

MR. MOFFAT: Oh, I think you have plenty to do, sir. I might say that the girls have been cutting stencils all day yesterday and all day today on ours, and by tomorrow night we hope to have all the stencils cut.

MR. BROWNLEE: Sir, I wonder if I could just make this suggestion as to the date. This will just squeeze in a few more days over what Commissioner Robison has suggested. I wonder if we could file on the 8th of April, which is the end of that week. Now, that will give us -- assuming that

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MR. BROWNLEE: (Cont.) this Hearing will go on probably
a good part of next week -- that will give us ---.

MR. ROBISON: That's Good Friday, the 8th.

MR. BROWNLEE: Well, on Thursday the 7th, then. I think that
should give us ample time without putting us in a position
where we might have to refer the matter to you again for
a further extension. That's what I want to avoid, sir.

THE CHAIRMAN: Commissioner Davies says that he would pick
Good Friday in preference to the first, and I think
probably that is why.

MR. BROWNLEE: Fine, sir; and we would exchange with the City
at that time?

THE CHAIRMAN: Yes; well, at the same time you will lodge with
the secretary copies for the Commission?

MR. BROWNLEE: Oh, quite, sir, yes.

THE CHAIRMAN: In the meantime if the City chooses, as I hope
it will, to put its summation in the hands of the
Commission, under the seal of a confidential document,
that that will be done as soon as it is convenient for
the City in order that some of us who are slow readers
may have an opportunity of reading it twice.

Well, I hope we are back on the Wye road now.

MR. BROWNLEE: Just to conclude, then, on the 8th of April
the written arguments would become public property?

MR. GARSIDE: Well, they wouldn't be public property --.

MR. BROWNLEE: I mean that they would be released --.

MR. ROBISON: Well, I don't think that is -- technically that's
not the way I would think -- they should not be released
to anybody until the members of the Commission have them
-- and if they are mailed on the 8th the members of the

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MR. ROBISON: (Cont.) Commission won't have them, will they?

THE CHAIRMAN: You mean that Strathcona and the City will change them on the 8th; that's all you meant by making them "public property", isn't it? You don't mean to have them for examination by the press and that sort of thing, do you?

MR. MOFFAT: Well, Mr. Chairman, if I might interrupt on that particular point: I think, with all respect to the Commission, the public reaction to these documents is quite important, and I think we should have no misunderstanding as to the right to release them to the press at a certain time.

MR. ROBISON: After the Commission has the documents, not before.

MR. MOFFAT: Once the Commission has the documents --.

MR. ROBISON: Not before the Commission has the documents.

MR. MOFFAT: That would be quite satisfactory, but if the 7th of April is the deadline for delivering them to the Commission, then it should be free to any party to release their documents to the press, as soon as they have given them to the Commission, should it not?

MR. ROBISON: Well, I hope the documents won't be so shattering that the press is going to be thrown out of gear.

THE CHAIRMAN: Well, should we make a specific date when they will be made available to anybody who is interested?

MR. DAVIES: Well, for myself, Mr. Chairman, once these two gentlemen have exchanged them it doesn't matter to me whether I have them or not. They are public property

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MR. DAVIES: (Cont.) then; each one knows what the other has said, and the fixing of this date isn't anything between them and the public, it's just between them. So I don't think it makes a whit of difference whether the Commission has actually got the documents in its hands or not. If they are delivered at the Commission office on the 8th and they exchange them, I should think they could do what they want to do with them: if they want to give them to the press they should give them. There is nothing in my looking at the document at Clyde one or two days afterwards that is going to make any difference whether the press sees them or not. It isn't like the report of a Royal Commission to the Crown that must go back to the Crown and then your releases come from the Crown; these are just briefs before this enquiry.

THE CHAIRMAN: Mr. Secretary?

MR. McGRUTHER: I hope you realize that the Commission office will be closed on the 8th.

THE CHAIRMAN: Yes, that was amended to the 7th, Mr. McGruther.

MR. ROBISON: There would be no effective delivery then.

MR. MOFFAT: One other point has come to my mind: I met Mr. Bryan yesterday who represents Jasper Place, and we had a discussion on the possibility that he might wish to put in some kind of a summary of their position. Now, I would take it that the arrangement is that anyone who wishes is free to put in that kind of document by that date if they like -- or is this an arrangement specifically for the two parties?

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THE CHAIRMAN: Well, now, we hope you wouldn't encourage too many people to put in summaries and statements; we have heard the same thing enough times now without having to read it again after that.

MR. BLACKSTOCK: I think we might: "Speak for yourself, John."

THE CHAIRMAN: Well, that might be a good idea; if Mr. Bryan wishes he can appear before the Commission and ask for it.

I hesitate to suggest we should go back to this question of boundaries, but if you think now that you can get over there, why, now is the time.

MR. ROBISON: Where are we? On the Wye road?

A MR. MOFFAT: I think we were on the Wye Road, sir.

MR. BLACKSTOCK: Or on the high road?

A With reference to the Wye road we introduce our remarks by saying that I had the pleasure of a trip down through there and through all of those subdivisions with two of the members of the council of Strathcona; and I very much appreciated the trip and I was very pleased with what I saw in the area. Some of those subdivisions are coming along very nicely and they are first rate residential areas as far as I can see, inspite of what some other people have to say about that kind of development.

Now, the basic consideration, as I see it, is that that road is well supplied with gas lines, so that it is quite easy to get gas heating facilities for subdivisions on both sides of the road, and it is fairly easily accessible to the City by a very good road coming in on Highway 14,

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A (Cont.) and particularly in respect to availability of gas facilities it is probably unique in the surrounding area here.

I think that is the main explanation of why so many of the subdivisions have gathered along that road.

Now, if we might just go into a slightly different aspect of it: at the Salisbury corner and south on Highway 14 there are also a number of developments. They are not subdivisions: they are farms and farmers who have built adjacent to their house a smaller house for the son or the son-in-law, and a substantial amount of population is in this area and also served by gas line; but those are not subdivision developments in the sense that those along the other way are.

Now, that is true of the whole length of the Wye Road right out to the end of the map here, and Exhibit 174 which was put in by Strathcona, if you check through them you will find that there are three subdivisions out here: the two Bailey projects and one other which, according to our calculation, contain approximately 100 people, or did contain 100 people at the time when the information was taken for Exhibit 174.

In addition, there are a number of subdivisions closer in: the Ball subdivision, the Wye Road subdivision, the Hurlburt, Whitecroft here -- which is a very fine high class type of development -- more the "Country Estate" almost type of thing -- and two or three others here which don't have specific names but are developing; and again there are approximately 100 people in those subdivisions.

Then, in addition, there is the Campbellton site where Mr. Hawkins told us the other day he thought between 20

A (Cont.) and 25 people is a reasonable estimate for the number that are on that section at the present time.

Q MR. BLACKSTOCK: What is the number of that section?

A 27.

MR. BLACKSTOCK: Is that subdivided?

A No, I think not; there is no subdivision at all on this particular section, I think. Not on 27, no, but immediately adjacent to it there are some subdivisions across the road, both to the west and to the -- no, just to the west, I think.

MR. BLACKSTOCK: Campbellton is just the southeast quarter, is it not, of 27 ?

A My understanding of the information that Mr. Brownlee gave was that the contract would go into effect when they could establish title to three of the four quarters -- I think that was the information -- on 27. I'm not sure which quarter it was that they did not have to have, but they had to have a good title to at least three out of the four quarters.

MR. ROBISON: Would it be the northwest quarter that was to be omitted, do you know, Mr. Brownlee?

MR. BROWNLEE: I am just going to look up the agreement, sir, and get that. The parcels with respect to which title should be held: the south half and the northwest quarter of 27-52-23 west of the 4th.

MR. ROBISON: The northwest quarter is the quarter that abuts the proposed boundary of the city, right?

MR. BROWNLEE: Yes.

MR. ROBISON: Well, at the bottom half of the southwest quarter there is a partial subdivision in there already.

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A On the southwest corner, right in the corner there are about, I think, three houses.

MR. ROBISON: No, running right along the road, the whole half mile.

A Well, there certainly are no developments there; it might be subdivided but I think there are only three houses right now.

MR. ROBISON: It's subdivided on both sides of the road.

A Is it on the south side of the road? I am informed that there are some houses on the south side of the road facing on to the property.

MR. BLACKSTOCK: I am looking at the blue marking on the map filed by the municipality. What does that mean?

DR. HARRIES: That means it's a subdivision, there's no doubt about that.

MR. ROBISON: But not developed?

DR. HARRIES: Well, we can get the information for you in a minute.

MR. ADAMSON: If I might say so, on that corner there, there should be only a little small ten acres; the southwest corner, there are only 10 acres but they have extended the blue pencil all along, and it don't go the half section at all, only just as Mr. Moffat says : it's the farm houses in the 10 acre plot.

MR. MOFFAT: Right in this southwest corner.

MR. ADAMSON: That's right, but there are houses on the south side of the road.

THE CHAIRMAN: Yes, but we are just interested for the moment in Section 27.

MR. ADAMSON: Well, it only includes the 10 acres right

MR. ADAMSON: (Cont.) on the very corner there, opposite the little school house.

THE CHAIRMAN: And the three quarters you are referring to are the southeast and southwest and the northwest --

MR. ADAMSON: It's just the farm houses.

THE CHAIRMAN: The south half and the northwest?

A Yes. Now, taking the information from Exhibit 174E -- I have marked it on to my copy of the map here. It shows in this section here immediately adjacent to the City and north of the road, 26 people, two separate subdivisions of 26 people.

Now, our information is that on the whole section there are 40, so apparently there are a few others in there on unsubdivided land.

On the next section, again taking the information from Exhibit 174, there are 16 people in the subdivision, and right in the corner of that is the old Salisbury rural school.

Then going down on the other side, the south side of the Wye road, in the corner of section 20 -- that would be the northeast corner of section 20 is the new Salisbury High School right where the highway turns south, and immediately across the road is the new Hurlburt subdivision which is just being developed now, but according to Exhibit 174E there was no population on it at the time when that information was taken, but it is a new subdivision which is coming ahead quite actively.

MR. ROBISON: Is that one of the two which Mr. Moyer mentioned as being active?

MR. BROWNLEE: Yes, that's immediately adjacent.

MR. MOFFAT: Then over at the other side of that same section at the northeast corner of 21 is the Wye Road Gardens subdivision with 30 people in it, according to Exhibit 174E.

Along the north side of section 22, 28 people are there according to Exhibit 174E , showing the number of people on subdivisions.

Then, as I mentioned, there is the Whitecroft settlement on 23 just in the southwest quarter. According to Exhibit 174 there were no people living there at the time the information was secured, but there certainly are people living there now -- just how many I am not sure, but several families have moved in.

Now, as I indicated this morning, it strikes me that this is one of the areas where there might be residential development, and the proposal which the City wishes to make is what is indicated here, that it should be left outside; but there is a real doubt in everyone's mind whether the trend of development is in that direction, and if it is established that the trend of development is in that area then it would seem reasonable in the light of the whole discussion that that should come in because it is an area which, if it developes quickly would be serving part of the urban area, both industry and in the City, because there are people commuting from city jobs out into there, and people commuting from their jobs in the industrial area. I have no information as to the proportion from the industrial area and the proportion from the City, but certainly there are some of each involved in that area.

A (Cont.) Just where the line should be drawn is one of those questions that anyone's judgment would be different from any other person's. It seems that it would be scarcely reasonable to go out as far as the two Bailey subdivisions because they are another two miles beyond again.

Q MR. DAVIES: Mr. Moffat, the Bailey development is three acre parcels, isn't it?

A Yes.

MR. DAVIES: Roughly?

A Yes.

MR. DAVIES: Now, this development that is closer is, for example, immediately east of the Salisbury Corner there and around that corner, is there any of that development there on the basis of lots -- that is, 150 foot lots or 75 foot lots?

A No, my understanding is that that is three acre stuff, too. All these subdivisions are basically three acre -- maybe four acre, some of the older ones.

MR. HAYES: Well, is there any stipulation of that type, that it must be in the rural area?

A I am not aware of anything to that effect, sir.

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THE CHAIRMAN: Mr. Moffat, I find a little difficulty following you: are you now, in putting this City's case before the Commission, advocating that we stay by the boundaries that you have outlined there? All your discussion has been of developments beginning along the Wye Road east of the boundary that you have proposed.

A Yes.

THE CHAIRMAN: Well, have you any firm recommendation to make with regard to this, that it be left out? Is that your recommendation?

A Yes, the recommendation is that it should be left out, but the City wishes to say -- ^{to what was said} similarly/with respect to this down here -- that if the wish is to have the City take responsibility for the area they would not object.

THE CHAIRMAN: And the move would come from the residents or from the Municipal Council or from whom?

MR. MOFFAT: From your Commission -- that is another possibility -- if you wished to make the recommendation that way.

MR. BLACKSTOCK: Supposing we decided to establish that boundary one mile east, and then go straight down south to the Wye Road and then another mile south, and then west; what would be wrong with that?

A Well, I would say that the main problem that that would create would be: what is to be done for High School facilities in the area -- because that would mean taking the Salisbury High School on the inside, and I think that was the main problem that that would create.

A (Cont.) It would also mean taking into the City a fair sized area of agricultural land which is likely to remain for a very long period as agricultural.

MR. ROBISON: Well, on the basis of your studies and the City's studies, and having regard to this so-called Wye Road and the fact that that is to be developed residentially, from what we heard the other day, is it your opinion that sections 29, 28, 21, 20 and 22 will be eventually urbanized to a density where they should be taken in by the City?

A I think that eventually it is likely to happen. Now, I don't think it's likely to happen within, say, five years; it will probably be longer than that, because there are other areas closer in more likely to develop more quickly, ^{but} when you get into the period say possibly five to ten years from now I wouldn't want to offer a firm opinion, not too firm an opinion whether it is likely to develop by that time or not.

MR. ROBISON: Supposing for the sake of argument that the development of this Metropolitan Area goes on apace as it has during the last three years, and the area within this proposed boundary, namely, sections 35, 36, 31, 32, 33 and so on, are developed residentially, is it reasonable to suppose that the other sections that I have named would come into fairly rapid production or not? Residentially?

A I'm afraid I lost you when you were giving those section numbers in the 30's -- you mean in here?

MR. ROBISON: That's right.

A Yes, my impression of the situation is that once this is completed in here --.

MR. ROBISON: Yes.

A -- then this will start to develop fairly quickly, and if the present development goes on, say, at the rate of 15 thousand per year into the area, five years will begin to show quite a development up here.

MR. ROBISON: Well, that's my question, yes.

A But if the growth settles down to five or six thousand per year in the City, then it would be quite a while longer before this would start to fill up.

THE CHAIRMAN: Mr. Moffat, I understood Commissioner Robison to be talking about a mile north of this area that you are talking about. He mentioned sections 32 and 33 and 34 -- is it contemplated that they would become residential areas?

A No, I thought he was talking about this one here.

MR. BLACKSTOCK: Two miles north of highway 14, and one mile --.

MR. MOFFAT: Yes, we better be clear --.

MR. BLACKSTOCK: 35, 36, 31, 32 and 33, starting at the east boundary of the present City.

MR. MOFFAT: Right over close to the east boundary of the present City.

THE CHAIRMAN: Is that the area you are talking about over there?

A MR. MOFFAT: This is immediately adjacent to the present City boundary.

MR. ROBISON: Yes.

A Yes, that's what I thought. Now, what I am suggesting

A (Cont.) is that once that is filled up, close to the City boundary, then fairly quickly this will jump and start in on the other side of the industrial area, and this is where it will likely jump to.

MR. ROBISON: Well, having regard to the fact that there is a High School on that corner now, it would seem to indicate that that is a strategic corner.

A It's very good from the point of view of transportation of rural children, because there is a good highway connection and a good road from the east, and I think that is the explanation of why the High School was put on that particular corner.

MR. DAVIES: And there are schools on each side of the road -- the High School on the south has approximately how many pupils?

A I couldn't give you that -- how many rooms approximately?-- I couldn't tell you -- twelve rooms, I am told.

MR. ROBISON: That is the new one?

A Yes, within the last few years.

MR. DAVIES: Mr. Brownlee, we ran across a situation in Calgary, apparently that has been verified with the School Division boundary; the School Division boundary goes into the City -- I think that is right, Mr. Robison?

MR. ROBISON: Yes.

MR. DAVIES: The School Division boundary goes into the City, and I questioned that at the time. There is a School Division on the west side of Calgary

MR. DAVIES:(Cont.)that requisitions some of its monies from the City of Calgary.

Now, when that first came up in Calgary I questioned that because I had never heard of it before, and all our discussions up here when the school representatives were on the stand, they didn't proceed on any other premise other than that the Public School and Separate School Boards must be co-terminous with the City boundary.

A MR. MOFFAT: No, not in this area. There are cases in the opposite direction: the City school district going out into the rural. There are at least two of those.

THE CHAIRMAN: Well, that's the same thing as in Calgary; that's where you get your requisition, from the City. That is, in other words, the boundaries of the City and the boundaries of the Edmonton School District are not the same.

A In Edmonton they are but in both Beverly and Jasper Place they are not.

THE CHAIRMAN: Oh, well, that's what I had thought: they were; but in Calgary they are not.

MR. DAVIES: I had never heard of it with the City, and I questioned it down there, but Mr. Warren definitely confirmed it the last time we were down there that that was the case; so, possibly, if annexation should take place that might affect any area, whether it be on the east, west, north or south; and Mr. Warren said that they didn't find any difficulty about this; that their assessment was

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MR. DAVIES:(Cont.)reported and it was a very, very small amount out of the total, and he said it worked perfectly satisfactorily.

A You see, the suggestion which has been made by Strathcona and apparently concurred in by Clover Bar, would involve putting this into one School Division, including Beverly which is part of an urban area.

Now, if it is accepted that this area is likely to develop fairly quickly, and Fort Saskatchewan is growing fairly rapidly, that would pretty quickly be an area that was drawing most of its pupils from urban, and it would be still including a very large rural area; and that leaves the obvious suggestion that possibly one of the things that might be done here would be to put some or all of this area in the City for school purposes, somewhat the same way that this area to the west here is put into Jasper Place for school purposes. That is a halfway between measure to deal with that area. Now, the proposal which we are recommending is that it should not be done that way, but again that is another alternative that I think should be studied seriously, the possibilities.

MR. DAVIES: Well, I would like to leave this thought with you on that school -- we have to consider this -- we are not at this stage, but we are at the stage where we have to contemplate all the consequences of all your suggestions, and I would^{like}/you to give some consideration, and I suggest that the school officials should also contact the long-time officials of the Department of Education who have had the experience

MR. DAVIES:(Cont.) of adjoining Red Deer and Medicine Hat and Drumheller and Lethbridge and Calgary, see what objection there is, if any actually, to the ownership of a school remaining in a School Division, and the school actually being within the City limits.

A Well, you have the reverse case in the Braemar at the present time, where the school is in the Clover Bar Division, and is being operated by the City School Board on a rental arrangement, this year and I believe last year also.

MR. DAVIES: Now, my point is clear, both -- I wonder if you would take the opportunity, Mr. Moffat, to look into that, and have the School Board look into it too, and not predicate all these discussions on the fact that if annexation took place, if the title to a school would necessarily have to pass into the Public School system of the larger area.

MR. MOFFAT: Yes.

MR. DAVIES: Would you look into that?

MR. MOFFAT: Yes, we will see what we can find out, and either bring you a report or ask the school people to bring you some information on that.

MR. GARSDIE: Mr. Moffat, have you any further comments to make in connection with the boundaries?

A No, I think that's the complete story as I have to tell it with respect to the boundaries, and why these particular points were chosen as the points to be recommended for the boundaries.

THE CHAIRMAN: And were you going to ask any questions?

MR. GARSIDE: I have two or three more.

THE CHAIRMAN: Well, yes, do.

Q MR. GARSIDE: There was just one before you leave in connection with boundaries; I understand there is an area somewhere in here containing 250 people or so; could you find out where that is?

A Yes, there is the one subdivision which shows on Exhibit 174E; 250 people in the area immediately adjoining the City where highway 14 swings through the King Edward area there. That is the only area in this whole thing where a substantial pocket of residential development exists at the present time.

Q And then, there is just one question in connection with Campbellton: I understand that Campbellton is likely -- if it is to be developed at all -- is likely to be developed on a lot basis with a probable population within that area of -- how many?

A Well, there have been discussions all the way from 20 thousand to 5 thousand. I believe Mr. Moyer suggested approximately 5 thousand in it and the subdivisions -- I believe that was the suggestion there.

Q I would like you to tell the Commission your opinion as to what should be done with the area known as Campbellton if it is intended to develop that in the way that has been suggested.

A Well, if it is intended to develop it, and the indications are that it will develop to a population in the neighbourhood of 5 thousand or over in this area -- then it seems clear that it would have passed over

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A (Cont.) the line into the category of an area that should be brought inside the limits -- or that the limits should go out around it.

MR. ROBISON: Why 5 thousand?

A Well, all I am suggesting is that once it has got to 5 thousand it is past the line; there will be enough people there then that it is really an urban area. Now, I don't think a hundred is enough to get it over that category, but where you would draw the line in between -- why, you would be in the same kind of difficulty -- as we discussed before on some of these other areas -- but 5 thousand would certainly move it over the line into that category of service because it would be over the limit then to where it would be able to qualify as a town or a village; and the same characteristics which exist in that regard would make it into an urban area and if it is to be treated as an urban area it would be better treated as part of the whole thing.

DR. HARRIES: May I be permitted to ask a question just in connection with that statement?

THE CHAIRMAN: Yes.

DR. HARRIES: If there were a satellite town development up in 35 and 36 --.

A North of the --?

DR. HARRIES: Yes, just in those two sections, having in mind the trend of development and so on, and it got a population like Campbellton where you suggested over 5 thousand; that, I presume then, should logically be included within the City?

A Yes.

DR. HARRIES: So that is in spite of the fact that the Edmonton District Planning Commission has recommended those two sections as an ideal site for a satellite town.

A I don't know as they recommended it as ideal for a satellite in the sense of a completely self-contained -- they may have --.

DR. HARRIES: I think if you check the records you will find they did.

A They may have; but if they did I think their opinion is different from mine. That's all I can say. It's pretty close in and it's still in the general direction of the growth of the City -- if the City is growing in that direction.

MR. ROBISON: Supposing we just carry that one step further: if you did get 5 thousand in this satellite town, is it not likely that they would detach themselves from the rural municipality?

A Oh, very likely -- almost certainly.

THE CHAIRMAN: Dr. Harries, that reference you made, did you say it was a recommendation or a suggestion of the District Planning Commission?

DR. HARRIES: Yes sir; that is my understanding: that that was a site recommended as meeting the requirements of a satellite development for the City of Edmonton.

THE CHAIRMAN: That's about --.

A MR. MOFFAT: Yes, that's the one that had this French name I can't pronounce.

THE CHAIRMAN: Yes, yes; that's about mid-way between the Fort and your proposed -- no, it would be much nearer the City.

A Yes, it's actually a little closer to the City; it's about mid-way between the end of the river lot surveys at the Fort, but it's closer to the City, closer to the City than the really built up part of the Fort.

MR. ROBISON: Talking just at this point of these satellite towns, my information is that the concept came originally from Britain, particularly around London, and that the Government had a great deal to do with the establishment of these satellite towns, and indeed put in its county housing and its row housing; in other words, it was Government inspired, where it could control it absolutely. Now, I think that is correct.

Now, when we are thinking of satellite town here I take it we are thinking of more or less voluntary developments, relating possibly to industry or industries, and not something that the Government puts in. Now, am I correct?

A Well, I am no better informed on that than anybody else who was here and heard the discussion. I haven't done any work on that.

MR. ROBISON: Isn't that correct, Dr. Mayo?

DR. MAYO: I think there were two things in your question: one was row housing and the other was satellite towns.

There is a great deal of row housing that goes on that has nothing to do with satellite towns.

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MR. ROBISON: Quite, quite.

DR. MAYO: As far as I can see the idea first became popular when Sir Patrick Abercrombie and others before the First World War popularized the "London Plan" -- the London City County Plan. Of course, it had a history before then, with places like Welwyn Garden City, but it didn't really become popular until the Abercrombie Plan for London made it popular, with the idea of the "green belt" around London, and then the siphoning off of London population into satellite towns beyond the green belt. In one or two cases, I think, the towns were located in the green belt, but for the most part they were beyond the green belt.

Well, they were supposed to be -- the whole principle of them was self-contained towns -- not dormitory suburbs with commuters. Well, some of them that have been established since the War -- Stevenage is one. Now, the way they were run for the most part is by setting up a development corporation to run them, to attract the industry in and to vest the legal ownership in.

Now, everything depends on whether the industry can be attracted into them, of course. Now, since the War, they have been, a number of them, they have become much more realistic, and some of them already possess considerable population and do seem to be attracting industry.

Now, along with that has gone the London County Council Plan to reduce the population in the London County administrative area -- not

DR. MAYO:(Cont.) greatly, but by a few hundred thousand.

Now, they can work that with their demolition, and with their replanning of London, and the incentive to move there is, of course, to offer industry at present in various locations in the London County Council area an alternative site, and in some cases an alternative building in the new towns; but there is no compulsion, Mr. Robison, compelling industry to move out.

MR. ROBISON: Oh, no, I wasn't thinking of industry, I was thinking of residential housing.

DR. MAYO: Then again, there is no compulsion.

MR. DAVIES: Dr. Mayo, it is a rental proposition on the housing, isn't it?

DR. MAYO: Well, I'm not quite sure; I don't think that's entirely true.

MR. DAVIES: It is subsidized, isn't it?

DR. MAYO: I don't think that is entirely true either.

MR. DAVIES: Maybe we had better get --.

DR. MAYO: Subsidized housing, the very popular kind of subsidized housing is in the London County Council area, apartment blocks and everything else, scattered all through the London area, and in very many cases outside of the London County Council area, out in other towns; they have low rental housing projects away beyond their jurisdiction.

MR. ROBISON: Well, it's not private industry that is putting up those rows of houses in those satellite towns; it is my understanding that the

MR. ROBISON:(Cont.) Government is priming the pump very materially.

DR. MAYO: I think that is accurate enough, yes.

MR. ROBISON: Now, that's not what we are talking about here.

DR. MAYO: No.

MR. ROBISON: That's the distinction I was trying to draw.

DR. MAYO: The comparison would be whether a new town development corporation have the money and was doing it itself, you see.

MR. ROBISON: Or got the money from the Government?

DR. MAYO: Yes, or got it from private sources.

DR. HARRIES: Mr. Chairman, I used the term "satellite town" in the way the Edmonton District Planning Commission used it. I simply wanted to point out that as I understood Mr. Moffat's proposals, they were not in conformity with the Edmonton District Planning Commission that said it was good planning; that's all.

MR. ROBISON: Well, I merely thought that was a good place, Dr. Harries, to clear up something, that's all.

THE CHAIRMAN: Well, I am inclined to think it is a good place to discover whether or not we are finished with the boundaries. Then, you better save that until tomorrow morning.

MR. MOFFAT: This is the resolution of City Council, and I thought it should be in the same

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MR. MOFFAT:(Cont.) volume of transcript as the discussion.

THE CHAIRMAN: Yes. Are your questions preceeding this?

MR. GARSIDE: No.

MR. MOFFAT: I thought it might be as well to read this in so that it would be in the same volume.

MR. BLACKSTOCK: Could you not simply refer to the Exhibits and say that a resolution of the City Council with respect to these boundaries is found in the Exhibit?

MR. MOFFAT: We could do that, it is Exhibit 167E. There is a typographical error that I would draw your attention to: it talks about the "area to the east of Beverly and north of the ravine" -- it should be " -- north to the ravine".

THE CHAIRMAN: Mr. McMann is going to put that in, is going to copy that in anyway.

MR. GARSIDE: There are two or theee questions I propose to ask which I think are important to the matters at hand.

THE CHAIRMAN: I think it is important that you should ask them tomorrow morning. I am sure that the Commission is done asking questions.

MR. ROBISON: There are one or two matters I want to inquire about, but it isn't important that we ask them until tomorrow morning.

THE CHAIRMAN: Then, this sitting is adjourned until tomorrow morning at 9:45 A.M.

(At 4:15 P.M. this date the Commission stood adjourned until 9:45 A.M. Thursday, the 3rd day of March, 1955, and reconvened.)

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EXTRACT FROM MINUTES OF COUNCIL MEETING HELD
ON JANUARY 10th, 1955.

"Royal Commission on Metropolitan Development
of Calgary and Edmonton."

Mayor Hawrelak stated that Mr. Moffat wished to be heard in regard to the Metropolitan Commission.

Mr. Robert Moffat, M.A., LL.B., the Economic and Financial Consultant appointed to represent the City before the Royal Commission appeared personally before Council. He gave a brief summary of the proceedings before the Royal Commission, and stated that the emphasis seemed to be shifting from the strictly financial aspect to a consideration of what was to be done concerning the probable overflow of population and industry outside the boundaries of the city and of the towns of Jasper Place and Beverly. He further stated that the pro forma budget he had prepared indicated that the present 53 mill rate would break even if Jasper Place, Beverly and the Strathcona Industrial Area were brought within the boundaries of the city.

Mr. Moffat stated that the position taken by the City before the Royal Commission as to the proposed new boundary was that sufficient land should be included to provide for twenty or thirty years in the future so as to avoid a repetition of the present difficulty occurring every few years, but that no specific boundary had been mentioned; that the Royal Commission considered that the City should submit specific boundaries and he had, therefore, considered the matter in some detail, and he

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produced before Council a copy of a plan of the Metropolitan area filed as Exhibit 74E in the records of the Commission but bearing thereon special information as to population in certain quarter sections surrounding the city. He outlined the areas which he recommended should be specified by the Council, and stated that if the city boundaries were extended to include the areas specified, the enlarged area of the city would be approximately 95.75 square miles as compared to the area within the present city boundaries of 43.35 square miles.

After considerable questioning by members of Council, the following resolution of Ald. Roy was agreed to in principle, namely:

'That the Council respectfully recommends to the Royal Commission that the following land, situate in the Metropolitan area of Edmonton, be included within the boundaries of the City of Edmonton, namely:

- (a) the present city of Edmonton
- (b) the present Town of Jasper Place
- (c) the present Town of Beverly
- (d) The urban and industrial area of M.D. of Strathcona defined as the shaded areas to the south and east of the City in Exhibit 74E except Area 2, Area 6 and Area 7
- (e) Section 29-53-24 lying immediately north of the present city limits and west of 97th St. and containing the Griesbach Military Barracks
- (f) the area to the east of Beverly and north to the ravine as shown on Exhibit 74E
- (g) the area immediately north of Jasper Place and

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west of the city namely W. $\frac{1}{2}$ 14-53-25 and
E. $\frac{1}{2}$ and S.W. $\frac{1}{4}$ 15-53-25 plus the small corner
of N.W. 15 lying south of the railway

(h) the two quarter sections immediately west of
Jasper Place and adjoining the Stony Plain road
namely N.E. 33-52-25 and S.E. 4-53-25

(i) on the north of Edmonton and Beverly - Area 1
on Exhibit 74E

(j) on the south of the City - Area 2 on Exhibit 74E
it being understood that the City would be willing to
accept responsibility for additional parcels lying out-
side the said extended limits or exclude some parts
now included therein, if it was established that urban-
ization in such parcels was not likely to occur for
a considerable number of years. Furthermore the Council
respectfully recommends to the Commission that a general
policy should be established to the effect that new
areas adjacent to the city be brought within the en-
larged boundaries of the City whenever the trend
of growth and development in such new areas reaches
the point where the new areas were becoming predom-
inantly urban in character.'

Mr. Moffat also explained to the Council the view-
point expressed to the Royal Commission by the represent-
atives of the Towns of Jasper Place and of Beverly with
regard to the composition of the proposed new Council,
should the city boundaries be extended to the effect that
they considered they should be entitled to representation
on the enlarged council, and the Council agreed to the

following resolution of Ald. Roy in principle, namely:

'That this Council respectfully recommends to the Royal Commission that if the extended areas as specified by the City are brought within the limits of the City of Edmonton, that the new Council should be increased to consist of twelve members, all to be elected at large, but that

- (a) One member shall be a resident of the present Town of Jasper Place and shall be a representative of Jasper Place and of that part of The Municipal District of Stony Plain and of that part of the Municipal District of Morinville included in the enlarged city.
- (b) One member shall be a resident of the present Town of Beverly and shall be a representative of the Town of Beverly and of that part of the Municipal District of Strathcona No. 83 and that part of the Municipal District of Sturgeon included within the enlarged city.
- (c) Section 17 of the Edmonton Charter (being Ch.23 of the Statutes of Alberta, 1913) concerning representation of residents of the present city lying south of the Saskatchewan River shall continue to apply.
- (d) That the special privileges referred to in (a) and (b) shall continue for a period of five consecutive calendar years next following the date of the first election of the enlarged Council of twelve and as to (c) the same to be changed only in accordance with the terms of the Edmonton-Strathcona Amalgamation agreement (being Chapter

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66 of the Statutes of Alberta 1911 - 1912
as amended) or by legislation deemed to be
proper by the Legislature of the Province
of Alberta.' "
